



*Fastest piece of Real Estate in Tennessee  
Amended 01/12/19*

## **2019 Pro 8 Late Model Rules**

### **RULE BOOK DISCLAIMER**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED 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 race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does 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 management of Highland Rim Speedway

## **2019 Pro 8 Late Model Rules**

**HRS Officials retain the right to determine eligibility.**

**Windshield DIVISION Sponsor area.** Please reserve the top of your Windshield area (Approx. 6" x 48") on ALL cars in all divisions for Highland Rim Speedway division sponsors Decals. Division sponsors are impossible without you the racer running their decals. We appreciate your support of your division. All cars not displaying the division sponsors window decal will result in a **25% Reduction** in all monies earned and exclude you from any year end Championship money that may be available.

**NOTICE:** All equipment is subject to the approval of HRS officials. No equipment will be considered as having been approved by reason of having passed through the inspection process unobserved. Any equipment which does not conform to specifications or tolerances contained in this rulebook or in the appropriate Manuals, will not be eligible for approval. HRS reserves the right to adjust the total weight and or adjust left side weight when deemed necessary for equal competition purposes.

**NOTE:** All cars must comply with the rules set forth by the Highland Rim Speedway rule book and reference manuals used in the inspection process. All cars and car parts are subject to HRS technical inspection processes. HRS is not required to follow any other sanctioning bodies, race tracks or manufacturers guide lines in its inspection process. **Use of all inspection tools and the inspection process is the sole discretion of HRS tech team. Once a car clears tech the only way it can reenter tech is by tech discretion or competitor protest. (must be within 5 positions to protest)**

## **SOMETHING MUST BE DONE**

**Its up to EVERYONE of us that love this sport to do it!**

**This set of rules has been implemented to help lower the long term overall cost of racing and to make racing more competitive for every racer. In this division you will not be allowed to bump, coil bind or use expensive brake systems.**

**Every person competing in this class will race on the same brand shocks KONI. Everyone will race on the same four numbered shocks. There are only 4 shock compression / rebounds combinations that are available for this division and you must use one of each of these numbered on your car. With only 4 shocks you have exactly the same shock your competitor will be using so there is no need to continue building or buying shocks. The shocks are rebound adjustable and have 4 different rebound settings on each shock for you to tune your shocks in. This division will not allow any coil springs over 14" in length and no springs that have a MSRP of over \$100. The division will have a minimum front spring rate. As you read you will see the overall weights have been raised to allow older style chassis to be competitive once again. We offer many weight reductions for low cost parts. If we don't stop and take some steps to control some of the expensive technology realizing that this is KILLING our sport our sport will soon be gone. We realize these rules require change and cost for everyone but we truly believe the end result will be well worth it. If we all work together we can make racing a more popular and fun sport to watch and much more economical and competitive to participate in.**

**Entry Fee:** All races will have nonrefundable / nontransferable Entry fee. Entry fees will be posted on the entry blank for each race. Race tires must be purchased at the track and may be impounded. A specified amount of Premium Track Fuel must be purchased for each event.

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## **Section 1: Safety Equipment: Rules apply at all times car is on track.**

- 1.1.1 Snell rated SA2000, SA2005, SA2010, or SA2015 helmet required. Roll bar padding required in driver compartment. **Recommended:** Fire Retardant padding. SFI-approved full fire suit required. Fire Retardant gloves, and neck brace (or head and neck restraint) required. **Recommended:** Fire retardant shoes and on board fire extinguisher system. **Recommended:** Fire Retardant head sock and underwear. Driver's side window net required, minimum 16 inch x 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI-approved four point system required must be mounted securely to main roll cage. **Recommended:** Five point safety belt assembly. **Recommended:** Safety belts no more than two years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF and ON'
- 1.2 **Racing Seat.** Aluminum High Back seats only, must be bolted in with .0375 inch bolts
- 1.3 **Mirrors.** One (1) inside mirror only; must be mounted in traditional rearview mirror location (center of car) Wink mirrors and wide angle mirrors are permitted
- 1.9 **Fuel Cells.** Fuel Cell Mandatory. Maximum size 22 gallon. Must be mounted in a 20 gauge steel fuel cell container in a safe and approved manner meaning securely strapped by placing two (2) straps longwise and two (2) straps crosswise around steel container that fuel cell is in and bolting straps to trunk floor. Straps minimum 1/8 x 1inch thickness in width. Must be mounted in the center. Must have a fuel cell guard bar made from 1.75" .083 min. and be 1 lower than the fuel cell container. All cells must have a rollover valve.
- 1.10 **Fuel Cell Container.** Fuel cell must be in steel fuel cell container surrounded by a 1"x 1" .065 wall thickness steel tubing frame. Fuel cells must have working rollover valve.
- 1.11 **Fuel Cell Bar.** 1.5" .083 fuel cell bar must be installed behind fuel cell and must be at least 1" lower than fuel cell container.
- 1.12 **Fuel Cell Height.** Bottom of fuel cell 20 gage steel container must be a minimum of 8" off ground. Recommended fuel cell height 10".
- 1.13 **Fuel.** A minimum amount of Highland Rim Premium Fuel must be purchased from the track at each event. Amount to be specified on all entry blanks. If fuel is not purchased it will be deducted from your pay.
- 1.14 **Fuel Additives.** No fuel additives permitted.
- 1.15 **Fuel Line.** Fuel line may be run under car, but must be higher than lowest point of the frame and securely attached. Fuel line may be run through car from fuel cell, but must be inside a one piece steel pipe and pipe must extend a minimum of 1" out from front and rear firewalls.
- 1.16 **Drive Shaft Loops.** Drive shaft loops required. 2 drive shaft safety loops made of flat steel, 1/4" x 2" minimum size) required. Drive shaft loops should be mounted 12" from each end of the drive shaft to prevent drive shaft from falling onto track in case of u-joint failure; and may help prevent drive shaft from coming through floorboard in case of failure.
- 1.17 **White Drive Shafts.** All drive shafts must be painted white. 1/8" scatter shield surrounding drive shaft highly recommended.
- 1.18 **Quick Release Steering Wheel.** Aftermarket quick release steering wheel hubs are permitted.

## Section 2: Bodies & Interiors

### **2.0 NO GEN 6 Bodies.**

- 2.1 **Stock Appearing Body.** Body must be 1999 and newer Stock appearing, Aluminum, Fiberglass or Steel. Approved plastic fenders & quarter panels are permitted.
- 2.2 **ABC Bodies.** ABC Bodies are permitted. ABC bodies must meet ABC measurements and approved manufacturer specs.
- 2.3 **Approved Manufacturers.** All bodies must be from an approved manufacturer.
- 2.3 **Quarter Panel Height.** Maximum quarter panel height 35.5" measured at quarter panel, deck lid and rear bumper cover seam.
- 2.4 **Spoiler.** Maximum Spoiler size 6.5" x 60".
- 2.6 **Spoiler Angle.** Any angle Spoiler is legal.
- 2.7 **Outlaw/Main Event Bodies.** Outlaw/Main Event style bodies are not allowed.
- 2.8 **Body templates will not be** used at Highland Rim Speedway unless absolutely necessary.
- 2.9 **Maximum Body Width.** Maximum width anywhere on the body 80".
- 2.10 **Nose & Rear Bumper Cover Alterations.** Noses & rear bumper covers cannot be narrowed or widened. Must use as manufactured.
- 2.11 **Muscle Car Bodies.** Stock appearing Camaro, Mustang, and Challenger bodies are legal. These bodies will be allowed a 50 pound total weight break.
- 2.12 **Interior.** Interior must completely seal to body. Minimum 24 gauge steel interior highly recommended
- 2.13 **Fabricated Firewall.** Fabricated front and rear firewall and floor pan legal. Firewall must extend full width of body and must be completely sealed off.
- 2.14 **Roof Height.** Minimum Roof Height 47". Measurement taken 10" back from top of Front Windshield
- 2.15 **Aero Under Panning.** NO Under panning on front or rear.
- 2.16 **Fans.** All fans underneath the engine compartment must draw air through the lower portion of the nose piece.
- 2.17 **Duct Work.** Duct work sides cannot be lower than center piece of duct work
- 2.18 **Duct work width.** No wider than molded radiator opening in plastic nose.
- 2.19 Nose piece of car must be mounted solid. No spring loaded type mounting.

## Section 3: Chassis/Rollcage

- 3.1 **Wheelbase.** Minimum Wheelbase 101".
- 3.2 **Chassis Types.** Offset and perimeter chassis are legal for competition.
- 3.3 **Roll Cage.** Full Roll cages are mandatory with front and rear hoops. **Roll Cages.** Roll Bars must be minimum 1.75"OD x .095 thickness wall.
- 3.4 **Frame Rails.** Frame rail minimum size 2.5" x 2.5" square box tubing or 2"x 3" rectangle box tubing.

## Section 4: Battery & Electrical System

- 4.1 **Battery Location.** Battery may be placed in driver compartment behind driver seat. Must be securely mounted and in Approved Sealed & Vented container vented to outside of car with a hose. Battery Location Must be Approved by Competition Director.
- 4.2 **Master Switch.** Must have working emergency cut-off master switch within reach of driver & officials.
- 4.3 **12 volt system only.**
- 4.4 **Alternator.** Alternator systems are approved for competition

## Section 5: Communications

- 5.1 **Radios.** Radios are legal in this division. Radio frequency must not conflict with track frequencies, and must comply with all local and national laws regarding radio transmissions.

## Section 6: Cooling Systems

- 6.1 **Radiators.** Any metal stock production or racing radiators permitted.
- 6.2 **Electric Radiator Fans.** Electric radiator fans permitted.
- 6.3 **Radiator Fan Shroud.** Fan must have a 180-degree shroud covering the top 50% of the fan.
- 6.4 **Radiator Overflow Can.** Operational radiator overflow metal catch can and exit tube **MUST** be installed to exit on the right lower front windshield area. Cannot exit under the car at any point.
- 6.5 **Aluminum Water Pumps.** Aluminum water pumps are allowed.
- 6.6 **Antifreeze.** No antifreeze allowed at any time, \$100 fine.

## Section 7: Suspension / Rarends / Axles / Hubs / Brakes / Rotors / Spindles / Steering

- 7.0 Conventional, Coil overs or leaf springs may be used.  
The ONLY Rear suspensions allowed are: 3 Link, 4 Link & Truck Arm.
- 7.1 **Rear Ends.** 9" Ford or Quick Change Type Rear Ends Allowed. Minimum 10" Diameter Ring gear and Pinion setup
- 7.2 **Differentials.** Detroit Lockers, Gleasons & Tru Trac type torque sensing differentials are allowed
- 7.3 **Axles.** May be Solid or Gundrilled. If Gundrilled axles are used the ID and OD must be the same on both axles. No Titanium axle shafts
- 7.4 **Wrap Up Bar.** Wrap up bar is allowed. No shock mounted wrap up bars heim joints only
- 7.5 **Wrap Up Bar Heim joint hook up only. No rubber allowed anywhere in 3<sup>rd</sup> link**
- 7.6 **Floater Rear End.** Floater rear ends optional.
- 7.7 **Trailing Arms** must be solid and heim joint mounted at each end.
- 7.7a **No Center Pull or J hook** type trailing arm hook ups. No part of the trailing arm or mount may freely rotate around the rear axle tube
- 7.7b **Trailing arms** must mount a minimum of **3"** from bottom of axle tube with heims on each end.
- 7.7d **Lower trailing arms** must be a minimum of 24" long.
- 7.8 **Truck Arms** Must be steel 2x3 box tubing or steel I beam. No Aluminum I beam type truck arms.
- 7.8s **Truck arms** must be attached using monoballs at front and U bolts at rear. No rubber bushings
- 7:9 **Non independent** , live axle type rear suspension is mandatory. No open Rear Ends
- 7:10 **NO computer** or hand operated suspension components
- 7:11 **All Rear Suspensions (upper and lower links)** must be solidly mounted (Heim joints / monoball only no rubber bushings).  
**No fifth (5<sup>th</sup>) coil, spring-loaded/hydraulic suspension devices of any type,** No lift bar suspensions. No birdcage set-up[s of any kind (3 or 4 link). Trailing arms must mount to the rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. **All rear suspension links (upper and lower) must be one piece tubular type construction with no moving or adjustable sections mounted with one heim at each end. All mounts for trailing arms, third links must be solid mounted with no ability to adjust the length without loosening a jam nut. Adjusters are approved for competition.**

- 7:12 NO Suspension Travel Limiting Devices unless specifically outlined in rule book  
(Examples but are not limited to Bump Stops, Coil Binding, Chains, or shock mounting locations.)
- 7:13 Cars will be inspected for bumps and coil binding by using a 1.5" thick platform under each front tire. Nose of car must travel a specific amount when pushed **DOWN and held down by three crew members** or it will be considered illegal. The intent of this rule is to do one thing... **To help Eliminate bumping and coil binding** on cars that compete in our events.
- 7:14 Bumper must be **mounted SOLID**. No hinges or slides –
- 7:15 Solid steel Toe or length adjusters are permitted on all links including tie rod ends
- 7:16 Rear axle / suspension must drop a minimum of 2" if jacked up at fuel cell bar before. To be measured rear wheel to body.

## HUBS

- 7:14 Wide Five & 5 on 5 Hubs allowed. No magnesium, Must have a MSRP of \$180 or less
- 7:15 Oil Filled (or oil filled design) hubs do not meet price limitations. Visiting cars may be allowed these hubs for a limited amount of time
- 7:16 Roller Bearing only. Ball bearings not allowed
- 7:17 No Self Centering hub / rotor setups.
- 7:18 No bearing spacers.
- 7:19 No aluminum Lug nuts

## BRAKES

- 7:16 Four Wheel brakes required at all times. Single, Dual or Four (4) piston calipers allowed.
- 7:17 Steel or Aluminum calipers only. Maximum RSRP price of \$190.
- 7:18 No Thermal Lock Pistons.
- 7:19 Rigid Mount Rotors only. Maximum of 12.25" rotors.
- 7:20 No floating or self-centering hubs or rotors.
- 7:21 No ABS units or floating caliper brackets.
- 7:22 Only one knob style brake bias adjusting unit per car.
- 7:23 #25 weight break for GM type Cast steel single piston calipers
- 7:24 Brake fluid recirculating valves / kits costing less than \$300 are allowed
- 7:25 Brake fluid coolers area approved for competition.

## SPINDLES

- 7:24 Any Steel spindle allowed. Aluminum Steering-arm and ball joint mounts allowed.
- 7:25 Aftermarket hubs with 5/8" studs required. No gun drilled studs.
- 7:26 No Aluminum Lug nuts

## STEERING

- 7:27 Rack and Pinion or steering box with center link style.
- 7:28 Quick Release Steering wheel hub required
- 7:29 Steering shaft must incorporate 2 u-joints and deflect force away from the driver
- 7:30 Collapsible Steering shaft highly recommended
- 7:31 No electronic power steering units.

## Section 8 Tread Width / Frame heights

- 8.1 **Maximum Tread Width** - Maximum tread width 66" from center of wheel to center of wheel. You will be allowed to push frame down to 3" frame height for measurement. This is measured center to center of the tires at spindle height on the side closest to the radiator.
- 8.2 Chassis will be set on 4" blocks to measure body heights

**Traction Control.** No traction control devices of any kind allowed. Possession of traction control or equipment on a car, wiring or use will result in a \$500 fine Automatic Disqualification and loss of all monies for the event. No loose wiring.

- 8.3 Shocks cannot be adjusted from cockpit or any remote means outside of engine compartment.
- 8.4 ONLY Track Shocks may be used.
- 8.5 No remote adjustments other than standard knob type brake adjuster is allowed.

## Section 9: Shocks / Springs / Sway Bars

### 9.0 NO BUMP STOPS, NO COIL BINDING

- 9.1 **ONLY one** (1) shock per corner (4 total). Cost on shocks will be approx. \$160 each
- 9.2 **The KONI Shock numbers below are the ONLY Approved** shocks allowed for competition.
- 9.2a Shock shafts cannot be bent.
- 9.3 **Each car Must have 1 of each of the following shocks numbers in RED below on the car. The Right front must have one of the two listed part number shocks. 9.5A is an Option for cars using 7" length Rear shocks. These shocks are identical to the 9" rear shocks listed in RED below however they are a 7" stroke shock.**
- |     |                      |                    |                   |                                  |
|-----|----------------------|--------------------|-------------------|----------------------------------|
| 9.4 | 7" stroke FRONT ONLY | Left Front ONLY    | Pt# <u>307499</u> | 4 compression 9,10,11,12 rebound |
|     |                      | Right Front        | Pt# <u>307647</u> | 6 compression 4,5,6,7, rebound   |
|     |                      | Right Front        | Pt# <u>307436</u> | 4 compression 3,4,5,6, rebound   |
| 9.5 | 9" Stroke REAR ONLY  | Left or Right Rear | Pt# <u>309325</u> | 3 compression 2,3,4,5 rebound    |
|     |                      | Left or Right Rear | Pt# <u>309436</u> | 4 compression 3,4,5,6 rebound    |

### Optional 7" KONI REAR Shock numbers

- 9.5A 7" Stroke Rear shocks are also available for car requiring 7" stroke rear shocks
- |  |                    |            |                               |
|--|--------------------|------------|-------------------------------|
|  | Left or Right Rear | Pt# 307325 | 3 Compression 2.3.4.5 rebound |
|  | Left or Right Rear | Pt# 307436 | 4 compression 3.4.5.6 rebound |

- 9.6 **SHOCKS CANNOT BE PAINTED AND PART NUMBER MUST BE UNALTERED AND FULLY LEGIBLE ON ALL SHOCKS.**

- 9.7 **Factory Bump stops / travel indicators that come on the KONI shocks are NOT legal and MUST BE REMOVED. Use a single nylon zip tie for shock bumper**
- 9.8 **Mandatory Shock Swap for all LM Feature Winners:** Feature Race winner will be required to swap shocks with HRS TECH when asked. No exception. Failure to turn in your shocks is Immediate Disqualification.
- 9.9 Do not remove your shock until Tech advises you to do so and then only one shock at a time. Tech must watch you pull the shocks one at a time and watch you pull your springs.
- 9.10 (Track will start with a new set of KONI shocks for the first winner to swap out and after that each race winner will get the previous race winners shocks since basically all shocks will be new this year). Shock rebound settings will be set to zero on all shocks when they are swapped with Race Winners.
- 9.10a The Winners Front Springs may be checked for minimum spring rate and maximum 14" free standing height each race. **Plus +.625" tolerance allowed.**
- 9.11 Shocks and or suspension cannot be adjustable from the cockpit or any remote means outside of the engine compartment other than using the knob style brake bias adjuster for front to rear brake adjustment.
- 9.11a Shocks cannot be Altered in any way. No dented bodies or bent shafts.

**SPRINGS: ONLY one (1) spring per corner (4 total)**

- 9.12 Swift, Afco, Eibach, Hypercoil are legal springs and or any spring with a MSRP of \$130 or less
- 9.13 Only approved springs will be allowed
- 9.14 No Springs longer than 14" at free standing height on coil overs. **Plus +.625" tolerance allowed on front spring heights.**
- 9.15 **Minimum Coil Over Front Spring rate 250 pounds.**
- 9.16 Minimum Conventional spring rate mounted in stock location is **400 pounds.**
- 9.17 Springs must be made from magnetic steel.

**SWAY Bars**

- 9.18 1 pc bent or 3 pc. Sway bars allowed... Maximum Sway bar size 1.375"
- 9.19 No COT Sway Bars
- 9.20 No Rear sway bars
- 9.21 Barrell springs are permitted

**Section 10: Engine/Car Weight Combinations/ Exhaust.**

- 10.0 **NO Tungsten, shot or Liquid weight. No weight allowed unless it weighs at least #5 pounds**
- 10.1 **Weight with Driver.** All weights are for car before and after race with driver in car.
- 10.2 ASA Updates include.... 1. GM # 88958604 with the following updates, 1.6 rocker arms, Valve Spring Part # 12586484 from Phil Harper, Comp Cam valve springs #941-16, No inner dampner springs and you must meet GM spring pressure specs. Champ oil pan # CP106LTRB and Balancer.
- 10.3 No engine components made of composite material

## WEIGHT / ENGINE OPTIONS

## After race weight

10.4	<b>GM Crate 604 (Stock no updates)</b>	2800 lbs. 58% Left max
10.5	<b>GM Crate 604 with ASA updates &amp; or approved cam change</b> Cam must be part # GM24502586	2850 lbs. 58% Left max
10.6	<b>GM Crate Motor 603.</b>	2725 lbs. 58% Left max
10.7	<b>GM Crate Motor 602</b>	2675 lbs. 58% Left max
10.8	<b>Highland Rim (SPEC Stock) Fuel Injected 5.3 Engine</b> Must run HRS stock tuned Computer and approved Throttle Body.	2725 lbs. 58% Left max
10.9	<b>Ford Crate #M6007-D347.</b> + 1.5 rocker arms + no spacer plate allowed under carburetor.	2850 lbs. 58% Left max
10.10	<b>Ford Crate #M6007-D347.</b> + 1.65 rocker arms + no spacer plate allowed under carburetor.	2875 lbs. 58% Left max
10.11	<b>Dodge Crate #P5007958.</b>	2800 lbs. 58% Left max
10.12	<b>McGunegill ASA Ford Spec.</b> + 1.5 rocker arms + no spacer plate allowed under carburetor.	2875 lbs. 58% Left max

**Weight Options**      **Weight burn off will be 1 pound per lap for all scheduled laps over 50.**  
**Example a 100 lap race will allow 50 pounds for fuel burn off.**

Take your BASE weight above or below and add or subtract weight deductions and allowances

### Weight Deductions

<b>A</b>	Single Piston Calipers	deduct	-25 pounds
<b>B</b>	Muscle Car Body	deduct	-50 pounds
<b>C</b>	Saginaw 3 or 4 speed transmission	deduct	-25 pounds
<b>D</b>	Exhaust system quieter than 88 decibals	deduct	-25 pounds
<b>E</b>	Steel Drive Shaft	deduct	-10 pounds

### Special Left Side Weights Allowances

<b>X</b>	Spool	+ 1 % Left side	59.0% Left Side
<b>Y</b>	Any Built STEEL HEAD engine with a 50lb crank	+ 1 % left Side	59.0 % Left side

10.13	<b>358ci Aluminum Head 9.5 to 1.</b>	2900 lbs. 58.0% Left max
10.14	<b>358ci Flat Tappet Cam, DART 62cc Steel Head, No Port or Polish on Heads.</b>	2850 lbs. 58.5% Left max
10.15	<b>358ci Roller Cam, DART 62cc Steel Head, No Port or Polish on Heads.</b>	2900 lbs. 58.5% Left max
10.16	<b>358ci Flat Tappet Cam, Any cc Steel Head, No Port or Polish on Heads.</b>	2900 lbs. 58.5% Left max
10.17	<b>358ci Roller Cam Any cc Steel Head No Port or Polish on Heads.</b>	2850 lbs. 58.5% Left max
10.18	<b>358ci Roller Ram Any cc Steel Head, Ported and Polished Heads.</b>	2950 lbs. 58.5% Left max
10.19	<b>Cranks other than 3.48/3.50 stroke Chevy cranks must add 25 pounds</b>	
10.20	Omitted	
10.21	<b>Other Engine / Weight combinations from other tracks may be allowed if you are willing to pay for Chassis Dyno time to check your engine HP / Torque combination against the GM crate 604 engines. After dyno testing it will be determined what weights, restrictor plates etc.. would be needed to make your engine be compatible with the Gm 604 Engine chassis dyno results.</b>	

- 10.22 **Maximum Left Side Weight with Aluminum Heads.** 58.0% Maximum left side weight unless specified.
- 10.23 **Weight Shifting Devices.** Absolutely no weight shifting devices of any type.
- 10:24 Tech and management has the option to allow cars to come compete with different weight and rules to help grow teach division. However once a car is competitive in the top 3 on a regular basis they must correct rule differences to continue to run.

## After Race Tech Penalties

The following option simply gives the racer a chance to NOT be DQ'd from the race for a minor infraction and to keep most of their points. If your car is wrong within the following guidelines you may accept the DQ with no fine or pay the fine and keep your position and points.

WEIGHT Infractions	OFFENCE	POINTS DEDUCTED	FINE
1-5 LBS LITE	ANY OFFENCE	-10 POINTS	-\$100
6-10 LBS LITE	ANY OFFENCE	-25 POINTS	-\$200
11 LBS & OVER LITE	ANY OFFENCE	DQ	DQ
<b>LEFT Side Weight Percentage %</b>			
Up to 0.2% over	ANY OFFENCE	-10 POINTS	-\$100
0.3 to 0.499%	ANY OFFENCE	-25 POINTS	-\$200
OVER 0.499%	ANY OFFENCE	DQ	DQ
<b>TRACK / TREAD WIDTH infractions</b>			
UP to 1/8" WIDE	ANY OFFENCE	-10 POINTS	-\$100
1/8" to 15/32" WIDE	ANY OFFENCE	-25 POINTS	-\$200
OVER 1/2" WIDE	ANY OFFENCE	DQ	DQ

- 10.27 **Engine Location.** Engine may be moved rearward so the centerline of the #1 plug at the tip is no more than 4" inches behind the centerline of the left upper ball joint on a Chevrolet.
- 10:28 omitted
- 10:29 **Crankshaft Height.** Engine crankshaft must be no less than 10 inches measured from the center of harmonic balancer bolt to the ground with driver in car.
- 10:30 **Engine ID Display.** All cars must display engine ID (Crate engine/type or Built engine/type) on Hood in 2" tall letters.
- 10.31 **Engine and Body Brand Interchangeable.** Engines may be interchanged within different brand bodies (Ford in a Chevy, etc).
- 10.32 **Ignition Box Claim Rule.** \$275 claim on all ignition boxes. Track reserves the right to exchange Ignition boxes at any time before or after the race. Box for Box. HRS also reserves the right to have any box and components sent off to be inspected.
- 10:33 **Rev limiters** may be required on some or all engines to even the field
- 10.34 **Muffler system Mandatory.** NO Straight headers.. You must have an exhaust pipe muffler system that muffles the sound to 99 or less. City of Millersville, Tennessee enforces 100dba @ 100ft. noise ordinance. Failure to comply with ordinance will prevent car from being allowed on track.
- 10:35 **Tri Y headers** #25 weight penalty.
- 10:36 **No Stainless Exhaust**

## **Section 11: Highland Rim Engines**

- 11.1 **Rev Limiter.** No rev limit chip required in any engine combination
- 11.2 **Pistons.** Flat top pistons with zero (0) deck clearance. Maximum 363ci.
- 11.3 **Cam Shaft.** Any type of Flat Tappet or Roller cam allowed. No mushroom cam or lifters permitted.
- 11.4 **Lifters.** Lifter bushings permitted. Must be stock lifter size.
- 11.5 **Rocker Arms.** Roller rocker arm permitted. Stud girdle permitted.
- 11.6 **Rods.** Any type magnetic steel rod, no aluminum or composite rods. 6.25" maximum length.
- 11.7 **Balancing.** Balancing allowed.
- 11.8 **Aftermarket Wet Sump Oil Pans.** Aftermarket wet sump oil pans allowed.
- 11.9 **Heads.** Heads must be strictly stock and no less than 62cc.
- 11.10 **Oversize Valve Springs.** Oversize valve springs allowed.
- 11.12 **SB2.** No SB2 Chevy or equivalent Ford or Dodge allowed.
- 11.13 **Dart Head.** "Dart Heads" permitted.
- 11.14 **Valve Seats.** Valve seats can be cut for 202 valves. No more than 3-angle valve job.
- 11.15 **Porting and Polishing Heads.** No porting or polishing of heads anywhere. No deburring.
- 11.16 **Headers.** Headers allowed.
- 11.17 **Ford Engines.** Ford-N-Head - Part # M-6049-N351 or Part #M9429C358. Valves: intake 2.20 Exhaust 1.60. 62cc Runner cc 190 95.
- 11.18 **Chevy Engines.** 492: Part # 3987376 Valves: Intake 2.02 Exhaust 1.60 62CC; Vortek: Part #12529093 Valves: Intake 2.02 Exhaust 1.60 62CC; Bow Tie: Part #10134392 Valves: Intake 2.02 Exhaust 1.60 62CC. Runner cc 190-195.

## **Section 12: Crate Engines**

- 12.1 **Approved Crate Engines.** GM Part #88958602; GM Part #88958603; GM Part #88958604; Ford Part #M6007-D347; or Dodge Part #P5007958.
- 12.2 **Stock Engine.** Engine must remain same as stock except for updates and rebuilds. All Tear downs protest and inspections will refer to GM crate Tech rebuild manual (Yellow book).
- 12.3 **Champ Oil Pan.** Champ Oil Pan #CP 106LTRB allowed with no weight penalty
- 12.4 **GM Small Style Crate Balancer.** GM small style crate balancer allowed with no weight penalty.
- 12.5 **Crate Engine Distributor & Ignition.** All Crate engines may run MSD distributor and Crane Ignition unit same as old ASA rules.
- 12.6 **PAC 1210x valve springs may be used on the 602 GM Crate Engine**

## **Section 13: Intake Manifold**

- 13.1 **Permitted Intakes.** Holley #300-38, Edelbrock #5001, or #2912, or Victor Jr. with no more than 2275 c.c. Ford permitted to use Victor Torquer part #2980, #2981, #2940, or #2941 Weind X-celerator # 7515. Chrysler may use Victor XX-2 or Weind X-celerator # 7545. May use two-barrel Edelbrock intake #2901 or #2913.
- 13.2 **Porting and Polishing.** No porting or polishing anywhere on the manifolds. No deburring.
- 13.3 **Vacuum Leaks.** No vacuum leaks between intake valve and top of carburetor.
- 13.4 **Pressure Systems.** No pressure system permitted.
- 13.5 **Fuel Pressure Gauge Lines.** Lines to fuel pressure gauge must be steel braided type.

## **Section 14: CARBURETORS**

- 14.0 Boosters may be epoxied in place in all carburetors.
- 14.1 **Highland Rim Built Engines:** Holley 4412 2bbl, must have stock diameter base plate openings 1 11/16 (1.688). You can do anything else to the carburetor as long as you have the proper size base plate openings including HP metering blocks, Air horn removal narrowed throttle shafts, added air bleeds.
- 14.2 **Crate Engines:** Must run Holley carburetor model #4150, part #805411 650 CFM gage legal 4-barrel. This carburetor must remain stock dimensions in all areas. You may change jet, air bleeds jets and power valves. No other modifications of any kind will be considered legal. Choke may be removed. **Carburetor Metering Blocks:** Only Holley metering blocks can be used. Surfacing of the metering blocks for improved gasket seal will be permitted. Must be box stock. No modifications.
- 14.3 **Crate Engine Carburetor Claim Rule.** Carburetor may be purchased for \$700. All claimed carburetors will be inspected by track prior to sale. Claiming driver will receive carburetor only as it comes from manufacturer. Purchase can only be made between the top three finishing positions. Failure to sell will result in disqualification, loss of money and points for the event, and a fine equal to the money seller would have received for feature finish.

## **Section 15: Carburetor Spacers, Gaskets & Mounting**

- 15.1 **Adapter Plates.** Adapter plate must be made of aluminum. No composite or phenolic spacers.
- 15.2 **Carburetor Gasket.** Carburetor gasket, maximum of .060" must be pliable paper gasket material.
- 15.3 **Spacer (Built Engines).** 1" maximum spacer allowed between air cleaner bottom and carburetor for linkage clearance issue only.
- 15.4 **Spacer (Spec. Engines).** One piece, solid, aluminum carburetor spacer maximum 1" thickness, must be installed between intake manifold and carburetor. The spacer must be centered on the intake manifold and have two (2) round holes 1.688" openings located in the center that match the base of the carburetor opposite side may not be tapered.
- 15.5 **Spacer (GM Crate Engines).** #CV156 Spacer 1" 1.688 Bore Only. No Modifications.
- 15.6 **Spacer (Ford Engines).** No spacer allowed.
- 15.7 **Return Springs.** Recommended minimum of two (2) return springs (opposing each other).
- 15.8 **Throttle Stops.** Throttle stops highly recommended.

## **Section 16: Air Intake**

- 16.1 **Hood Opening Size.** 2.5" X 20" Maximum opening size for all hoods.
- 16.2 **Cold Air Boxes.** Cold Air Boxes are legal.
- 16.3 **Air Filter.** Maximum air filter size 16". Must run a complete air filter: Top, Bottom and Element. Paper and Reusable Filter permitted.
- 16.4 **Air Cleaner Top.** Top of all air cleaners must be solid aluminum, steel, or composite materials. No flow-through tops.
- 16.5 **Air Dams and Deflectors.** No air dams or deflectors permitted.
- 16.6 **No additives** in air cleaner, housing, filter or in that area.

### 5.3 GM FUEL INJECTED CONCEPT ENGINES (LM7 – L59).

The following rules apply to all 5.3 Fuel Injected engines for use in the Pro 8 Late Model Series.

- 17:01 **5.3 Cast Iron Block Engines only. NO ALUMINUM BLOCKS**
- 17:02 Heads: Only 862 or 706 heads permitted. Must use stock type valves. **Stock type valve job ONLY. NO unshrouding of the valves. No grinding allowed on the head. Runner cc's must be stock.**
- 17:03 All internal rotating & external components must be stock 5.3 rotating assemblies **(except the cam. Cam must be HRS Spec Cam)** OEM type parts with stock weight and configuration or approved by Tech and HRS management.
- 17:04 Late Models must use **FAST ELECTRONICS 30462-8 Fuel injectors with NO modifications.**
- 17:05 We highly suggest Aluminum or Stainless Fuel Rails
- 17:06 Any type oil pan may be used.. Corvette or aftermarket pans such as Champ makes a cost effective 5.3 oil pan for circle track racing. Champ pans are about \$400.
- 17:07 After market remote oil filter housing are approved for competition.
- 17:08 High Volume aftermarket type Melling oil pumps are OK.
- 17:09 **We highly suggest using an oil pickup accessory that allows use of both bolt holes to hold the oil pickup tube on. Available for less than \$20**
- 17:10 Stock or Stock replacement coil packs **ONLY. NO MSD high voltage type coil packs.**
- 17:11 OEM Stock 5.3 Cranks only.. **Stock Bore, Stroke and Weight.**
- 17:11a **No stroking or destroking**
- 17:12 No Boring or Decking of the block.
- 17:13 **Pistons:** Stock or stock replacement **5.3 OEM Dish Pistons ONLY or Aftermarket replacement.**
- 17:14 **Piston Rings:** Only stock or stock replacement type piston rings. **NO FILE FIT RINGS**
- 17:15 ALL Internal components must be OEM STOCK or **stock replacement weight and type** components for a 5.3 engine.
- 17:16 HRS Spec Cam shaft must be ran.
- 17:17 **Valve springs may be upgraded to an Aftermarket Bee Hive type spring. (contact HRS for approved springs)**
- 17:18 **Aftermarket hardened push rods may be used. Must be stock dimensions for a 5.3 OEM stock engine.**
- 17:19 **No metal fabricated, aftermarket or homemade intakes. Stock Plastic truck Intakes ONLY.**  
No porting or polishing of intakes.
- 17:20 **MUST** run a maximum of 1- 4" air intake tube and filter. Air must be drawn in through the lower nose piece.
- 17:21 Computer must be mounted on Right side of car no more than 6" below top of door and the computer must be easily accessible and removeable.
- 17:22 May use stock wiring harness for computer or a custom designed wiring harness is available from HRS.
- 17:23 Only stock type **GM CPU's** will be approved by HRS. You will be required to RACE with HRS owned Late Model Race Tuned Computers for all racing events. Computers with the 411 for the last three digits are good computer to tune. Drive by wire computers cannot be used

- 17:24 HRS will supply **All RACE Tuned Computers to race with for NO Charge...** ALL 5.3 engines must use the track computers to race. Race Tuned LM Computers will be installed before the race in the infield. You are required to have your own practice computer however you may pay to have it Race tuned as the Track CPU's are however it will be locked when tuned. Cost is \$200 to get your computer tuned.
- 17:25 Only HRS approved throttle bodies up to 92mm are allowed. **Aftermarket 92 mm throttle bodies are available on line for approx. \$100.** You may use up to 1" thick throttle body spacer / throttle rod assembly to keep from using a throttle cable.
- 17:26 No drive by wire Throttle bodies.
- 17:27 **Only 5.3 Stock rocker arms and lifters allowed. Stock OEM ratio. Economical aftermarket versions may be allowed but must be approved by tech before racing.**
- 17:28 **ONLY Schoenfeld over the top 5.3 header are allowed. These are in stock and available from Left Hander Chassis for approx. \$350.**
- 17.28 **NO Stainless exhaust or light weight exhaust**
- 17:29 May run aftermarket reduction pulleys. These are available from Summit
- 17:30 Minimum of 2 disc 5.5" clutches allowed. (Special button required)
- 17:31 Plastic lifter trays may be drilled for better oil flow back to the oil pan
- 17:32 Use of Holley aftermarket Water pump is recommended
- 17:33 **Recommended to drill and tap water pump housing for air bleed for heads**
- 17:34 **Remote mounting of Coil packs is recommended to keep headers from affecting them.**

Anyone interested in running the Stock 5.3 engine may contact Jerry Criswell for a build sheet to help save time at 615-430-3135. We will help show you everything we know about how to make a stock 5.3 truck engine compete with built engine for **MUCH LESS money.**

## **Section 18: Fuel System**

- 18.1 **Racing Fuel Cells.** Racing fuel cells are mandatory, bladder type cells are highly recommended.
- 18.2 **Maximum Fuel Cell Size.** Maximum 22-gallon cells with fuel cell roll over valves.
- 18.3 **Loop Bar.** Loop bar mandatory behind fuel cell.
- 18.4 **Fuel Cell Mounts.** Two (2) sections of box tubing may also tie the rear frame rails together and act as a fuel cell mount.
- 18.5 **Fuel Cell Location.** Fuel cells must be in trunk compartment, equal distance between frame rails and centerline of car.
- 18.6 **Fuel Pump.** Stock type mechanical fuel pump only, in stock location. Electric fuel pumps allowed only on 5.3 HRS STOCK engine.
- 18.7 **Reservoirs, Pressure Equalizers, Cooling Devices.** No additional fuel reservoir, pressure equalizing systems, or fuel cooling devices allowed.
- 18.8 **Fuel** A minimum amount of Highland Rim Fuel must be purchased at each event. Amount to be specified on all entry blanks

- .9 A Oberg SV-0828 Fuel line safety check valve anti siphon or manual shut off accessible from outside the car is mandatory
- 18.10 No E-85 Fuel

### **Section 19: Ignition System**

- 19.1 **Ignition Box Claim Rule.** \$275 claim on all ignition boxes. Track reserves the right to exchange Ignition boxes at any time before or after the race. Box for Box. HRS also reserves the right to have any box and components sent off to be inspected.
- 19.2 **Traction Control & Timing Control.** No Traction Control Systems, or Timing control devices allowed.
- 19.3 **Crane Ignition Box.** May run stock un-modified Crane ignition box.
- 19.4 **Ignition boxes.** Modifications / changes are NOT allowed on ignition boxes
- 19.5 No loose wires. All wires must be connected.
- 19.6 **Rev limiters** may be required on some or all engines to even the field
- 19.7 **No Magnetos**

### **Section 20: Clutches, Starters, Transmissions / Flywheels / Drive Line**

- 20.1 **Lightweight Clutches.** Lightweight clutches allowed must be Minimum Diameter 5.5" double disc (2 disc minimum)
- 20.2 **Starter.** Starter must be in working order.
- 20.3 **Transmissions.** Any 3 or 4 speed Transmission with at least two forward working gears and reverse.
- 20.4 No Automatics.
- 20.5 **Reverse Gear.** Reverse gear must be operational.
- 20.6 **Bert, Brinn and Falcon internal clutch type Transmissions are legal** with weight penalty.
- 20.7 **3 or 4 Speed OEM Cast Iron Saginaw Transmission. No drop out gears / direct drive transmissions. OEM Cast Iron Saginaw 3 or 4 speed transmissions will receive a #25 weight break. All gears must work (no altering)**
- 20.8 **Drive Shafts.** Drive shafts must be painted white. No carbon fiber drive shafts.

### **Section 21: Tires & Wheels ....** **All bad tires must be carried with you off the property. If you leave your bad tires \$5.00 per tire will be deducted from your pay for tire disposal.**

**The track will allow LM teams \$12.50 credit per good used tire towards the purchase of a new AR970 Tire**

- 21.1 **Wheels.** 10" wide Steel Wheels Only minimum 17# weight. Any offset may be used but must meet tread width rules.
- 21.2 **Tires:** AR970 Treaded Tires. **RACE DAY TIRES MUST BE PURCHASED ON RACE DAY**
- 21.3 **Practice Tires:** Each team will be allowed to purchase up to **8 tires before the season starts for practice only.** These practice tires **CANNOT BE USED for RACING... PRACTICE USE ONLY.** Teams may purchase 4 new tires for the first race and then 2 tires per race after that.
- 21.4 **TIRE RULES for New Teams coming in once the season starts**  
New teams may purchase 4 new tires to practice on and race their first night. **However they must start the qualifying race behind the points leader for the first 2 races**

- 21.6 **Tire bank follows the driver. Only tires from your tire bank can be used in any qualifying or feature race. If car owner has a NEW DRIVER they will be considered a new team and must go by new team tire rules.**
- 21.8 **Payment.** Tires **MUST** be paid for when picked out before mounting. No holding of tires. Once you write on a tire or have a tire mounted **you OWN it**. No swapping of tires. NO returning of unused tires. Any warranty issues will be handle between competitor and tire manufacturer. No refunds on tire purchases.
- 21.9 **Tire Soaking/Softening.** No Soaking or Softening of tires. We will have HOT and COLD minimum durometer readings. Tires being checked before qualifying will be check as COLD TIRES and should meet cold durometer specs.
- 21.10 **Air Bleeds.** Air bleeds only allowed on cars with Spools / Locked rear ends
- 21.11 **Altering tires:** No altering of tires such as Siping, cambering or shaving of tires.

## **Section 22: Protests**

- 22.1 **Limits.** May protest within 5 positions in front of your finishing position. Protesting driver must have ran three races prior to protesting.
- 22.2 **Time.** Must present completed protest form and protest money to tech official within 10 minutes of car being protested clearing scale pad. Car being protested then has 10 minutes to file and pay to counter protest.
- 22.3 **Top End Protest (\$300).** Carburetor, Intake, Cylinder Head, Camshaft & Piston Head Configuration.
- 22.4 **Complete Engine Teardown Protest (\$750).** Top End Protest plus Bore, Stroke, Pistons, Rods & Crankshaft.
- 22.5 **Traction Control (\$100).** Check for Traction Control
- 22.6 **Carburetor (\$100).** Protest Carburetor Only.

## **Section 23: Driver Changes / Points and Race Procedures**

- 23.0 **Points will Reset after July 31<sup>st</sup> for the Chase for the Championship**  
We will honor our Champion and the **TOP FIVE** in Championship points at our Championship Points night. Additional positions in the top ten in points may also be recognized by special request from the car owner and or driver to The Rim management team however the trophies must be purchased. The request must be presented in writing and must be received **FOUR (4) weeks** prior to the championship night.  
Only our Weekly Racing Series Champions (Divisions with 20 plus race dates) are eligible for Championship point money if money is available.
- 23:1 **Driver Changes.** Pit Booth must be notified of driver changes other than registered driver *\*in writing* before races begin. It does not matter whom else you have told; you must notify the pit booth *\*in writing of a driver change before the feature event*. Failure to do so may result in points being credited to the wrong driver, and may not be changed.
- 23.2 **All Races Count.** All races will count towards point total. **No dropping of bad races.**
- 23.3 **Points.** You must take the green flag in the race to get points unless you have a problem in a preliminary event.
- 23.4 **Exception to 23.3 rule.** If a car is damaged in a qualifying dash or preliminary events and not able to compete in the feature event for that class they will receive last place points only.
- 23.5 Any **discrepancy** in posted points must be presented in writing to scoring and HRS track owners within 7 days of the event in question.
- 23.6 Points follow the driver (not car owner)

## Section 24: Transponders

All competitors may be required to supply a crew member with radio to help with scoring and lineups. All competitors will be required to rent scoring transponders when used in events.

## Section 25: Test & Tune Sessions

Most Thursdays March through October we have weekly test and tune sessions from 3pm to 7pm. \$20.00 pit admission per person on Thursday practice days. Fuel and Tires are normally available on these days.

## Section 26: Track Rental

Track is available for hourly rental. Cost is \$100 per hour for one car with a 2 hour minimum. Up to 10 cars can be in the practice. \$25.00 extra per car per hour. Only one car at a time can be on the track for a rented track. You are responsible for all track cleanup and car removal from a leak or wreck.

Mon-Wed	9am - 5pm	Engines must be shut off by 4:59pm. \$150 Fine if engines are not shut off.
Thurs-	9am - 3pm	
Fri -	9am - 2pm	Fri nights (When available) 2pm - 9pm (Lights are an extra cost)
Sat Mornings	9am - 1pm	When available

## Section 27: LM Qualifying Races (All qualifying races are 10 laps. 15 lap Qualifying race if you have 12 or more cars)

The first race of the year we will draw for starting positions in the qualifying race.

After we have one feature race completed All Qualifying Races will start in REVERSE points order. Points leader starts at the rear with last racer in points starting first in single file starts for the entire qualifying event to keep car damage to a minimum. (Inexperienced drivers may be required to start behind the points leader).

27.1 Qualifying races will pay points to everyone and the top three will receive pay

1 <sup>st</sup>	\$100 plus 5 points and Winners trophy
2 <sup>nd</sup>	\$ 50 plus 4 points
3 <sup>rd</sup>	\$ 25 plus 3 points
4 <sup>th</sup>	2 points
5 <sup>th</sup> back receive	1 point

27.2 Up to the top 6 cars will be inverted for the feature. A roll of the dice on the front straight by the winner of the qualifying race will determine the inversion for the feature.

**27.3 PREVIOUS RACE WINNER:** If the Previous Race winner finishes well enough in the qualifying race to be involved in the inversion roll of the dice they will start no better than the number that is rolled on the dice. For instance if a six is rolled on the dice the previous winner will start in the sixth position if they were in the top 6 finishers in the qualifying race. If the previous race winner did not finish the qualifying race within the inversion number rolled then they will start where they finished in the qualifying race.

The Dice will have a 2,3,4,5 and two 6's on it.

27.4 After the first 3 point races are ran any new driver starting up having competed in less than 3 qualifying races at HRS may be required to start behind the points leader in all qualifying races (This is mainly if they are inexperienced) until they have ran at least 3 qualifying races to establish themselves and to help minimize damage

**27.4a To STOP an experienced driver that starts racing after the season has begun and winning all the qualifying races.... Any Experienced driver starting to race after the season has begun will only be allowed to start up front in the qualifying races until they have won a qualifying race. After they have won a qualifying race they will be required to start behind the points leader until they have run 4 races and after that point they will be allowed to start in the qualifying races where they are positioned in points.**

## 27.5 QUALIFYING RACE POINTS SYSTEM

1ST PLACE	5 POINTS
2ND	4 POINTS
3RD	3 POINTS
4TH	2 POINTS
5TH THRU FIELD	1 POINT

## 27.6 FEATURE POINTS SYSTEM

Points System will award 75 points to the official Winner of any feature event with a 5 point drop to second place. Second position is awarded 70 points with a 2 point drop to 3rd place. Third place will be awarded with 68 points with a 1 point drop for all positions after third place.

1st	75
2nd	70
3rd	68
4th	67
5th	66
6th	65
7th	64
8th	63
9th	62
10th	61
11th	60
12th	59

Continues to drop by 1 point through the field

## 27.7 RACE for the Championship POINTS RESET July 31<sup>st</sup>.

The Points will reset after the last race in JULY.

For 2018 Each Driver that competed through July will receive 750 points plus 10 points for each race night they attempted to race in that division.

## 27.8 The top 5 in Points at the end of July will receive Bonus Points

1st	10 points	Plus a nice Mid Season Points Leader Trophy
2nd	5 points	
3rd	4 points	
4th	3 points	
5th	2 points	

## TAP Out Rule:

When two drivers are involved in an on the track accident the rule is both cars go to the back of the pack **we will include a Tap Out Rule for this year. If one of the drivers involved knows they were the one that caused the accident they can drive to the front stretch and stop at the start / finish line and TAP on The Roof** of their car signaling the wreck was their fault by accident. If this happens the driver that tapped their roof (**Tapped out**) will go to the Rear of the field and the other driver will get their position back.

## After Race Tech Penalties

The following option simply gives the racer a chance to NOT be DQ'd from the race and to keep most of your points. If your car is wrong you may accept the DQ with no fine or pay the fine and keep your position and reduction in points.

### WEIGHT Infractions

	OFFENCE	POINTS DEDUCTED	FINE
1-5 LBS LITE	ANY OFFENCE	-10 POINTS	\$100
6-10 LBS LITE	ANY OFFENCE	-25 POINTS	\$200
11 LBS & OVER LITE	ANY OFFENCE	DQ	DQ

### LEFT Side Weight percentage %

Up to 0.2% over	ANY OFFENCE	-10 POINTS	\$100
0.3 to 0.499%	ANY OFFENCE	-25 POINTS	\$200
OVER 0.499%	ANY OFFENCE	DQ	DQ

### TRACK / TREAD WIDTH infractions

UP to 1/8" WIDE	ANY OFFENCE	-10 POINTS	-\$100
1/8" to 15/32" WIDE	ANY OFFENCE	-25 POINTS	-\$200
OVER 1/2" WIDE	ANY OFFENCE	DQ	DQ