

General track rules are listed below

Caution on last lap with winner crossing finish line is a completed race. Caution on last lap prior to leader crossing the finish line will be a green, white, checker restart.

Delaware restarts unless told single file by race director.

Race starts at the cone and green stripe in turn 4. If leaders jump the start it will be waved off, if leaders jump the start a second time they will go to the back of the field.

All cars must run a transponder you can use your own or rent from the track for \$10. If you use a track transponder you must provide you or a crew member's driver's license, if you cannot provide a driver's license you may leave a \$300 deposit with the track for the use of the transponder.

Racecars are mandatory for all classes.

Black flag means to get off the track due to damage to your race car that makes it unsafe or for driver infractions. If you refuse to leave after being given the black flag you will be disqualified for the night and suspended from the track for an amount of time determined by the promoter.

Under no circumstances whatsoever are crew members allowed on the track without permission from an official. Due to insurance this will be strictly enforced. If a crew member goes on the track the driver will be immediately disqualified for at minimum the night.

NO ALCOHOL allowed to be consumed in the pits during races. If you violate this you will be asked to leave.

If after an incident you or your crew enter the pit of another driver or start a physical altercation you will be disqualified for the night and lose all points for the season.

No one is allowed in the tower period. You have a question you let an official know and he will get the track promoter to come meet with you.

All competitors MUST wear an approved fire retardant driving suit, approved racing gloves, Racing seat required, 5 point racing harness required, as well as a window net.

Cars must run at a minimum a four (4) point cage with three (3) door bars on driver's side and two (2) door bars on passenger side

Outlaw A Modified Rules

You can run UMP rules, IMCA rules, USMTS rules

Exception to those rules:

Spoiler only allowed if running a 604 crate otherwise no spoiler allowed.

All cars must run IMCA stamped Hoosier G-60 or American Racer KK704 tires on the rear and any front tires allowed. Grooving is allowed!

Cars must weigh 2450 lbs

Outlaw B-mod rules

You can run:

WEIGHT: 2400 lbs. after race w/ driver

Engine: Cast iron block & heads only! No aluminum blocks or heads allowed! NO Roller camshafts or rev-kits will be allowed! NO Dry sump pump oil systems NO altering or machining on the outside of engine block, heads, or intake. All cars must run a MSD rev limiter with max RPM clearly visible. Max rpm for crate is 6200, Maximum RPM for an open motor is 7200.

360 MAXIMUM cubic inches on an open motor.

Headers: No Tri-Y or square tube headers.

Rear Suspension: 3 link cars only same as UMP an USRA

Carburetors: Open motor Gauge Legal 500 2-barrel Crate 650 CFM 4-barrel. No Aerosols or Super bowls will be allowed! ALL PARTS MUST REMAIN STOCK, NO GRINDING OR POLISHING OF ANY KIND!

Fuel: Pump gas, E-85, or race gas. No nitrous or fuel additives of any kind allowed.

TIRES & WHEELS Hoosier M30 or M60 26.5 or 27.5, Hoosier G60-15, American Racer KK704! Grooving & siping is allowed NO altering allowed, softening or chemical! Any steel wheel 8" maximum, bead locks will be allowed on the right side only.

REAR ENDS & DRIVE SHAFT: Quick change rear ends will be allowed Driveshafts must be steel or carbon fiber. No aluminum.

SHOCKS/SPRINGS: ANY STEEL SHOCK WILL BE ALLOWED, NO EXTERNAL ADJUSTABLE, BULB TYPE OR SCHRADER VALVE SHOCKS WILL BE ALLOWED! NO BUMP STOPS, BUMP SPRINGS, OR SPRING RUBBERS OF ANY KIND WILL BE ALLOWED! \$200 CLAIM ON ANY SHOCK AFTER THE FEATURE DRIVER ONLY HAS 5 MINS AFTER THE LAST FEATURE.

BODIES & CHASSIS: A five inch rear spoiler will be allowed Left side door to fire wall must be enclosed ALL OTHER BODY AND CHASSIS RULES WILL BE THE SAME AS THE BASIC UMP A-MOD/B-MOD, or USRA B=MOD RULES.

LOWER A-FRAMES MUST BE STOCK LENGTH NO EXCEPTIONS.

CAR PROTEST RULES: All car protests must be placed with the Director of Competition no later than 10 mins. After the "A" feature, by registered driver that competed in the same race. The protest fee is \$100 and must be given to an Official along with the protest. Cars in the protest will be checked after the main event. If the car in protest is illegal the protester will be returned his \$100. If the car is legal, then the \$100 is given to the car in protest. Management reserves the right to refuse any or all claims or protests that may occur. Any car found illegal will lose all championship points earned for the year to date of infraction and all money earned for the event in question. Registered car owners and/or drivers are the only legal protesters Track Officials have the right to inspect any car at any time. If it's not written it will be considered illegal.

Factory Stocks and Leaf Spring Rules

Roll cages are required and must be at minimum 4 point with 3 door bars. Any roll cage that does not appear to be well made and installed will not be allowed to run.

2. Fuel cells, mounted inside cans, are MANDATORY. Fuel cells must be in stock location, and can't be mounted above the rear end housing. 32 Gallon maximum. Fuel cells must be securely installed. Pump or racing gas only. E-85 is OK. No electric fuel pumps. NO nitrous oxide or other enhancing chemicals allowed. FUEL CELLS MUST HAVE ROLLOVER CHECK VALVE.

3. ALL ITEMS/PARTS NOT ADDRESSED IN THE FOLLOWING RULES & REGULATIONS ARE TO BE OEM UNALTERED PARTS – EXACTLY AS PRODUCED BY THE ORIGINAL MANUFACTURER. FRAME & BODY:

4. Any year model American made car. No front wheel drives allowed.

5. Wheelbase must be production stock. 1" tolerance. No subcompact cars. Rack and pinion cars must have factory stock parts only. If chassis is altered or steering parts are not stock or stock replacement and in stock location – it's not legal. All unibody cars must be tied together. Crossmember may be notched for fuel pump. Rear of frame behind upper shock mounts may be replaced with round, square or rectangular tubing. Cannot narrow right rear frame for tire clearance

6. BODY: Bodies must have a factory production appearance and may be made of sheet metal or aluminum. Any body style is acceptable as long as it is GM to GM, Ford to Ford, Dodge to Dodge. Body must match frame. Example: Leaf Camaro to leaf Camaro. Hoods and trunk lids must be pinned down. Holes in firewall must be covered. Plastic nose piece and tailpiece allowed, recommended to match body. No late model noses allowed. Plastic may be used to conform the front fender to the nose. Must CONFORM to body lines. Must be in full contact with the fender. Ground effects OK. No raised quarter panels. Fenders and quarter panels may be trimmed for tire clearance. Rear of body may be open 8 inches maximum on each side. Deck height not to exceed 40 inches. Spoiler must not exceed 6 inches in height Spoiler may not be wider than trunk lid.

7. Bumpers may be square or round tubing, minimum size 1 1/2" round tubing on rear bumper. Bumper must not protrude past the car's body. Must have tow loops front and rear. Bumper mounts must be steel. Front and Rear tubular bumpers allowed. Must be covered by plastic nose and bent to fit with rounded ends. NO sharp edges on bumper or bolts.

8. All weights must be painted white with the car number on it and securely fastened with 2 1/2" bolts to eliminate injury and hazardous conditions. Failure to have the car's number on a weight

or failure to have it securely fastened are grounds for disqualifications or position penalty at the discretion of the Tech official.

9. Enclosed interiors must have inspection panel. No rear view mirrors allowed. Factory gauges may be removed. Three 1/2" bars in front of the driver's window are mandatory. Bars may be added to protect gas tank and radiator areas.

10. Car Number must be clearly marked. If the scorers can't read it, you will not be scored.

11. Racing seat is MANDATORY. NO part of the driver seat may be no further back than 25 inches forward of the center line of the rear end housing. A 5-point harness with crotch belt is mandatory. 13. Quick release steering wheel and 3/4" round steering shaft MANDATORY. Quick steer allowed. NO stock columns.

14. Aftermarket clutch and brake pedals allowed.

15. Weight – 3200 lbs. After race with driver. Top 3 cars weigh after heat and A feature races; "B" feature transfer cars must weigh also. 3000lbs for 602 crates on 500 cfm 2 barrel Holley 4412.

ENGINE & DRIVER TRAIN:

16. MUST HAVE 180 DEGREE EXPLOSION PROOF STEEL BELL HOUSING. (Inspection hole required if 360 degree)

17. ENGINE: Must be stock production. NO aftermarket blocks allowed. 90 or newer blocks are allowed. NO 400 blocks. GM to GM, Ford to Ford, Dodge to Dodge. NO bowtie or aluminum blocks. Stock GM 3.48 stroke, 2.10 rod journal size on gm crankshafts. OEM replacement crank (stock 3.48 stroke and weight, 49lb. Min, OEM replacement only) allowed. Crankshafts may be turned .010, .020 or .030. STOCK or STOCK replacement; thru- bolt OR cap screw – 5.7 (length) I BEAM rods only, PMF rods allowed. All cars must have an MSD 8727 soft touch rev limiter or if you run MSD ignition you may use a chip in place of soft touch rev limiter. 602 crates maximum rpm 6200, open motor maximum rpm is 7200. Must be out of reach of driver.

NO H beam rods. No polished rods. Must have a 1" plug in the oil pan on the driver's side behind the motor mount for tech inspection. Casting numbers must be readable by

tech official. Maximum cubic inch displacement to include clearance and wear is 360 for GM, 363 for Ford and 370 for Mopar. FLAP TOP or DISHED PISTONS ONLY.

602 Crates maximum carburetor size is 650 cfm four barrel. Open motors max is 500 cfm 2 barrel. Crate must have factory seals and pass tech inspection or meet open motor rules if not sealed and crate legal. 602 crates must have an MSD 8727 soft touch rev limiter set no more than 6200 rpms out of reach of driver.

18. Engine setback: #1 plug allowed to be even or forward for upper ball joint.

19. INTAKE: Unaltered OEM cast iron or aluminum intake (Marine included) or unaltered aftermarket dual plane aluminum intake manufactured by: Weiand, Edelbrock, Holley or Professional Products AND approved by track officials. NO porting or gasket matching of the intake or heads. NO acid dipping. Intake can NOT be worked/reworked under carburetor area. NO AIR GAP, Brzezinski, Torque Link or cross ram types. Plenum divider must be even/flush across the top. Intakes are subject to Tech Officials decision.

20. EXHAUST: Manifolds or Headers allowed. NO Tri-Y.

21. CARBURETOR: Open motor CAN BE NO LARGER THAN A HOLLEY #4412 500 CFM 2 BARREL AND MUST PASS INSPECTION FROM TOP SIDE WITH GAUGE. NO AEROSOL CARBS. ONE 1" carb spacer allowed. Cannot exceed 1 1/2" total height, including gaskets.

22. IGNITION: OE Factory distributors ONLY. (GM = HEI), No MSD distributors, No remote coils on GM distributors.

23. CAMS: Max. 480 lift at the VALVE. Roller rockers allowed No roller cams, no roller lifters, flat tappet cams ok, NO mushroom cams. NO roller hydraulic cams. If you have a doubt check with tech – before competing.

24. HEADS: STOCK cast OEM or aftermarket OEM replacement, Vortec OK. Maximum Valve size allowed is INT 2.02 & EXT. 1.60. NO titanium valves allowed. Maximum 1.45" diameter valve springs ONLY (+-.015 tolerance). Guide plates allowed. Screw in studs allowed. Poly locks allowed. NO beehive valve springs allowed. NO aluminum heads. NO BOW-TIE performance heads. NO angle milling the block or heads, NO Brzezinski products. NO porting, NO polishing, NO acid dipping, or anything similar is NOT allowed. Ford and Mopar are allowed GT40 and W-2 heads. Casting number must be readable by tech official.

25. TRANSMISSION: Factory stock automatics or 3 or 4 standard transmissions must have ALL working gears. 10 1/2 inch or triple disk clutch allowed. Stock type, 10" or larger, converter allowed. Drivers must be able to put the car in gear from park / neutral and move forward and reverse at any time requested. Must have driveshaft loop 6 inches back from u joint. Shaft & loop must be painted white. NO DUMMY converters. NO lighten transmissions. NO direct drive transmissions.

TIRES, WHEELS, BRAKES, & SUSPENSION:

26. TIRES & WHEELS: Asphalt pull off tires or IMCA Hoosier G-60, Hoosier H500, Hoosier M30, M60 tires or American Racer KK704 allowed. NO recaps or dirt late model tires. Steel racing wheels only. Maximum width is 10". 5/8" wheel studs and 1" lug nuts MANDATORY. Bead-lock allowed on Right Rear ONLY. NO plastic or aluminum wheels. NO bleeder valves. Tires must durometer at 50, at any time.

27. SPRINGS: Racing springs allowed on front and rear. Adjustable weight jacks allowed on the **front only with added 100lbs of weight in front of firewall**. Rear springs must use stock upper spring pads in stock location. NO weight jacks or adjustable on the rear. We will allow rear weight jacks if the jam nut is tack welded so not at track adjustments can be made.

28. SHOCKS: Unaltered non-adjustable rebuildable, steel racing shocks allowed. Only 1 shock per wheel. NO external or internal bumpers/stops allowed. NO bulb-type, threaded body, coil-over, air, or any remote reservoir shocks. NO Gas port, Schrader valve or bladder type valves. NO aluminum shocks. NO spring assisted shocks unless it came factory on that vehicle.

29. FRONT SUSPENSION: All components and mounts must be steel, unaltered, OEM or STOCK OEM REPLACEMENT, in STOCK OEM location and match frame. Inboard or outboard allowed on leaf spring cars.

30. REAR SUSPENSIONS: All components and mounts must be steel, unaltered, OEM and/or an unaltered OEM exact specification replacement part in OEM location and match frame. OEM rubber control arm bushings or polyurethane bushings allowed. No

independent rear suspensions. May use spring spacers but must be non-adjustable. NO gold tracs of any form of traction devices allowed. Cars will be checked in tech.

31. BRAKES: 3 or 4-wheel brakes allowed.

32. REAR END: 9" Ford rear end allowed, but must be mounted as an OEM rear end (centered) for that make and model. Grand National rear ends allowed. NO gun drilled axles. Torque dividing mini spools or differentials are NOT allowed. No Fold Tracks allowed. GM rear ends MUST have axle retention. All rear ends must be locked.

Mini pro Cruisers

1. Any car or truck with a single or dual 4-cylinder engine, stock transmission No Turbo's. No Rear or Mid-Engine Vehicles.
2. All glass, mirrors, body molding and trim must be removed. All insulation must be removed. . Dash may be modified for roll cage clearance.
3. A box type 4-point roll cage Doors on both sides must have three (3) bars
4. Doors must be welded shut. Windshield must be replaced with heavy duty gauge wire mesh or have (3) bars of 3/8 inch diameter welded to the roll cage in front of the driver.
6. Strut towers, hubs and wheel centers may be reinforced. Larger wheel studs are recommended.
7. Battery must be securely fastened down. If in cockpit it must be completely enclosed. Must run a battery master disconnect switch within reach of the driver. Third brake light optional.
8. Racing seat mandatory. A quick release five (5) point racing type seat belt is required, Seat and seat belts must mount to frame or roll cage and meet safety man's approval. We recommend that the seat belt and shoulder harness be replaced every two (2) years.
9. All cars MUST be equipped with a driver's side window net.
12. Cars must have a number minimum 18 inches tall, in contrasting colors on both doors and on the roof facing the driver's side. Driver's name MUST appear on both sides of the roof or on the bottom the doors.