



2009

RULES AND PROCEDURES

GENERAL AND SAFETY

I.M.C.A. MODIFIED

I.M.C.A. SOUTHERN SPORTMOD

I.M.C.A. HOBBY STOCK

STREET STOCK

PURE STOCK

CRUISERS

JUNIOR MINI STOCK

TWISTERS

**For assistance with technical questions, please contact
HOT Technical Officials:**

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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 conditions of all events, and by participating in these events shall, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OR, 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 minor deviations from any of the specifications herein, or impose any further restrictions, that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATION. Any interpretation of or deviation from these rules is left to the discretion of the officials. Their decision is final.

The Management of the Heart O' Texas Speedway

For assistance with technical questions, please contact HOT Technical Officials:

Les Jacobs
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IF RULES DON'T SAY IT-

DON'T DO IT.

ANY POINT NOT COVERED HEREIN

SHALL BE DECIDED

BY THE OFFICIALS.

2009 POLICY RULES

GENERAL RULES

1. The management of the Heart O' Texas Speedway reserves the right to alter the race program at any time for the improvement of the quality and/or convenience of the night's schedule.
2. If inclement weather interrupts a race program, the program will be considered complete if all heat races have been run. Rain checks will not be honored. All unfinished feature races will be re-scheduled, when possible. Line-ups for rescheduled features will remain as determined before the program was canceled.
3. Anyone entering the race track premises does so at his/her own risk. Everyone entering the pit gate must personally sign a release. If you fail to sign the release, then you are not covered by the track insurance. The minimum age of minors entering the pit area will be determined by the insurance carrier and will be posted at the pit gate.
4. At all times during a race program, all persons in the pit area are responsible to the pit steward. The flagman has complete control of the cars during the race. Decisions of the speedway personnel are official and final. Management is not responsible for accidents of any nature, or damage incurred, or loss by theft while on the premises of the Heart O' Texas Speedway.
5. Track officials reserve the right to refuse entrance to any car, driver, owner, or any other person or persons to the pit area, infield, or grandstand area.

ALCOHOL

6. Absolutely no alcoholic beverages will be consumed in the pit area by anyone before or during the race program. Speedway officials reserve the right to search all vehicles entering the pit area. Any person in the pit area with liquor on his breath will be immediately removed from the pit area for the remainder of the race program. A second such offense will result in a permanent suspension from the pits. No consumption of alcoholic beverages will be allowed after curfew on speedway property.
7. Insurance will be carried by the management. No claims will be paid for any injuries unless these injuries are reported before leaving the premises on the day or night the injury incurred. The first claim will be filed by the track management. After the first claim is filed, it becomes the injured person's responsibility to fill out papers and forms and send all bills to the insurance company. Injuries sustained from fighting will not be covered by insurance. Persons injured while under the influence of alcohol forfeit all rights to any insurance claims.

PROTESTS

8. All protests must be filed with technical official prior to the start of the feature race for each class. The protest fee, in cash, will be given to the technical official by the registered car owner or driver filing the protest and cannot be withdrawn. The protesting owner or driver must be competing in that evening's race program in the class they wish to protest. The protested car must report immediately to the designated inspection area. If the protested car is illegal, the money is returned to the person filing the protest, and the illegal car forfeits all winnings and points for that program. If the protested car is legal, then the protested car collects the protest fee. No protested car may leave the premises prior to checking the protest without forfeiting points and winnings.

ENGINE PROTEST

- A. The protest fee is \$150.00. Bottom end protest is separate and the protest fee is \$150.00.

- B. The following items will be checked on an engine protest (as applicable): bore; stroke; pistons; cam and lifters; manifolds; carburetor; distributor; rocker arms; heads and head components; and nitrous oxide systems.
- C. Protesting party will pick one cylinder head to be removed.
- D. Four persons from the protested car and one person from the car filing the protest(s) are the only participants allowed in the designated inspection area.
- E. A maximum of 20 minutes will be allowed for engine cooling.
- F. Speedway officials reserve the right to perform engine disassembly and visual inspections on any race car at any time during the race night. The official inspection will be performed at no cost to the speedway. Refusal of a car owner to cooperate with the technical official will result in the forfeiture of all money and points earned that race night.
- G. Absolutely no alcoholic beverages will be allowed in the designated inspection area.

MINOR DISASSEMBLY

- A. A fee of \$75.00 is required for this protest.
- B. Two persons from the protested car and one person from the protesting car, plus speedway officials, are the only persons allowed in the protest area.
- C. This protest includes items such as clutches, flywheels, and valve systems wherein minor disassembly is necessary for the speedway officials to rule on the protest.
- D. A pump protest for engine size, or a protest requiring the use of a measuring device, also falls into this category.

VISUAL PROTEST

- A. A fee of \$25.00 is required for a visual protest.
- B. A visual protest is any protest that can be determined by the speedway technical official merely by his/her observation.
- C. Protesting part must state what item is to be checked including: wheelbase; carburetor; ignition; tires; engine location; body.

Track officials have the right to impound a race car and hold the purse on any protest for which the results cannot be determined at the track.

PROTEST REFUSAL

- A. Any race car owner or driver refusing a protest will have their race car checked at the owner's expense upon returning to the speedway after a first refusal.
- B. A second protest refusal will result in the car and driver losing all points awarded for the entire race season up to that point.

FIGHTING

- 9. Any participant starting a fight, or conducting him or herself in a manner detrimental to the Heart O' Texas Speedway or the sport of auto racing, will be fined or penalized by the management. The guilty party will be notified by the management of the pending fine and/or penalty before the next race event. A second offense will result in a heavier fine and/or penalty.
- 10. Any abuse of a track official by anyone is grounds for permanent suspension from the premises.

PASSENGERS

- 11. Insurance regulations forbid anyone other than the driver from riding in the race car EXCEPT CRUISERS at any time. One passenger per car only.

DISQUALIFICATIONS

- 12. No one shall claim any damages against any speedway official for reasons of disqualifications or damages to any property not covered under the current insurance policy.
- 13. Any driver disqualified for rough driving or unsportsmanlike conduct may be paid for the event, but no points will be awarded. Any driver disqualified for safety reasons will receive winnings and points for the event, but the race car must be inspected and approved by the pit steward before entering the following event.

14. If a hood pops up or a flat tire occurs on the right side of the car before the white flag lap of any race event, the driver must go immediately to the red/yellow area or face disqualification.
15. Any driver disregarding a black flag more than twice during a race may be disqualified, may receive no winnings for that event, and may be suspended for the remainder of the race program.
16. Disqualification of a driver results in the disqualification of the car he/she is driving for the remainder of the night.
17. Any work performed on a car outside the red/yellow work area may result in that car's disqualification from the event. Any car entering the pit area during a race disqualifies the car and /or the driver from reentering that event.
18. Any driver change made without notifying speedway officials will result in the disqualification of the driver and the car, forfeiture of winnings and points for that event, and suspension for the remainder of the night.
19. Any single car causing two (2) red or red/yellow flags in a feature race will be disqualified for that event.

RACE/LINE-UP PROCEDURES

20. On the third restart of any race, cars will be lined up single file. Cars must remain in single file until passing a cone at the Start/Finish Line. Jumping a restart is a one (1) lap penalty.
21. Eight (8) cars or more will run an eight (8) lap heat race. If less than eight (8) cars are in a heat race, the number of laps in the heat race will be reduced. (Ex. Seven (7) cars = seven (7) laps; six (6) cars = six (6) laps.)
22. Drivers participating in back-to-back features must have the racecar for the second feature waiting in the infield before the start of the first feature. A pit crew member can drive the second racecar to the infield area.
23. Only drivers and pit crews will be allowed in Victory Lane for feature winner pictures. No one will be admitted to Victory Lane from the grandstand area.
24. In the event of a red flag, all cars must stop on top of the hill in turn one. For any maintenance or repairs, the car must move to the red/yellow work area. Once the cars are realigned and moved out for the parade lap, any car not returning to the track must go to the rear of the pack. Cars may reenter the race from the red/yellow area at any time after the green flag drops.
25. No one will be allowed to enter a race from the pit area after the green flag has dropped.
26. A green/yellow light will be used to alert all drivers of a situation where caution is needed. Racing will continue under a green/yellow.
27. All cars must stop on top of the hill in turn one in the event of a red flag. If any maintenance or repairs are needed, cars must move to the red/yellow work area. Once the cars are realigned and moved out for the parade lap, any car not returning to the track must go to the rear of the pack. Cars may reenter the race from the red/yellow area at any time after the green flag drops.
28. A red/yellow flag will be used to clear the track of minor accidents. All cars must reduce their speed to a slow pace and fall into position with no passing under a red/yellow. Any cars observed speeding during a red/yellow flag, especially near any pedestrians on the track, will be disqualified. The official line-up will have the leader alone on the front row. All trailing cars will align two abreast as determined by the last lap completed under the green flag. If a car drops out of the line-up, the cars directly behind will move up without crisscrossing. On the third restart of any race, cars will be lined up single file. Cars must remain in single file until passing a cone at the start/finish line. Jumping a restart is a one lap penalty. No passing or pushing will be allowed. Any car moving past the rear bumper of the car ahead of it before passing the cone will be penalized one lap.

29. Cars may enter the designated red/yellow work area at a safe speed at any time during a race. By so doing, that car forfeits its restart position and must go the rear. Only four crew members per car will be allowed in the red/yellow area while their car is racing. No one else will be allowed to watch races from the red/yellow work area.
30. Any race car causing a red or red/yellow flag by deliberately stopping on the speedway to improve his position or to protest an official's call will be sent to the pit.
31. Any car losing an identifiable part that causes a red or red/yellow flag will be sent to the rear of the pack.
32. Any driver changes will result in that car starting on the back of the event for which the car qualifies. Drivers returning to their original car will start on the back of their scheduled event. No number changes may be made with a driver change.
33. Any competing vehicle whose speed has been reduced to a point where it causes a safety problem or retards track activity will be removed from the race track at the discretion of speedway officials.
34. The flagman has the authority to start any event whether all cars called to the track are ready or not. Any car that does not take its position when called to line-up will go to the rear of the pack.
35. Any car that cuts inside the end light poles in the infield will lose one lap for each offense.
36. Any single car causing a red/yellow flag in a heat or feature event will be sent to the pit.
37. Only race officials and authorized persons are allowed on the race track or in the infield during competition. Drivers may seek a place of safety in the infield following disablement. Drivers are not allowed to work on or examine disabled cars in the infield during a race. Only wrecker and safety crews will be allowed on the race track in the event of an accident.
38. Any driver caught by speedway officials participating in a race event without a helmet properly strapped on and/or safety belts securely fastened will be disqualified for that event.

PARKING

39. For ASCS Sprint Car and Sprint Series of Texas races, the parking spaces along the railroad tracks and tank will be reserved for sprint cars.
40. All drivers with paid reserved parking spaces along the railroad tracks and along the tank must move to the temporary parking area on those race nights.

AUXILIARY PIT VEHICLES

41. Auxiliary vehicles of any kind (golf carts, ATV's, etc.) should be used for necessary transportation only. Joy riding in the pit area is prohibited. Two wheeled vehicles are discouraged.
42. Non-racecar drivers of auxiliary vehicles must be 16 years of age or older.
43. Auxiliary pit vehicles may carry only as many passengers as there are seats provided. No overloading of vehicles.
44. Auxiliary pit vehicles must be operated safely at all times. Excessive speeds will not be tolerated. Any auxiliary pit vehicle operated in an unsafe manner will be parked/and or loaded up for the night.
45. All auxiliary pit vehicles must be parked and/or loaded up 30 minutes after the last race.
46. The driver/owner of any auxiliary pit vehicle assumes full responsibility for any bodily injury or property damage related to the use of their vehicle.

AFTER RACE POLICIES

47. Hot laps will be allowed for 10 minutes only following the last race of the night.
48. The pit area will be closed one hour after the last race. All people and vehicles must be moved outside the gated pit area.
49. At no time are personal vehicles or auxiliary pit vehicles allowed on the race track following the races.

MISCELLANEOUS

50. All race car numbers must be registered with speedway officials. A registered car not participating in at least one race night before July 1 will forfeit his number and registration fee.
51. All cars must be checked in at the pit shack before participating in any event in order to receive winnings and points for that event.
52. All cars must have a presentable paint job with a clearly visible one or two or three digit number. Paint used for the number must sharply contrast with the color of the remainder of the car and be a minimum of 18 inches high. Extra numbers or letters must be at least 9 inches high and cannot overlap other letters or numbers. Numbers must be displayed on both front doors and the top of the car. All classes of cars must display a smaller, easily read number in the upper right hand corner of the windshield and the upper left hand corner of the rear window opening (as viewed from the outside of the car.) No obscene or off-color remarks, slogans, words, or pictures will be allowed on cars. All decals requested by major sponsors to the point fund must be displayed to participate in the point fund.
53. All cars are required to have a muffler. IMCA approved or Smiley's Muf-003 or Muf-035 are allowed.
54. No titanium, magnesium, carbon fiber products, parts, or components allowed anywhere on race cars.
55. All parts must be identifiable.
56. A car cannot compete in two different classes on the same night.
57. Any vehicle other than a tow vehicle with a trailer and race car will be charged a pit pass fee to park in the pit area.
58. All race cars must help in packing the track. Hot laps and races will begin whether the track is well packed or not.
59. Drivers should pick up winnings within one hour of announcement of official results for the last event of the program. In the event of a protest, money for the affected class must be picked up within 30 minutes of the official protest decision. Money not picked up within the time limit will be held until the following week's races.
60. The pit area will be cleared and close one hour after the official results of the last event have been announced. In the event of a protest, the pit area will be closed 30 minutes after the completion of the protest. Once the pit lights are turned off, you are expected to leave the pit or face suspension.
61. Special events may be governed by different rules and rule changes.
62. **Any ruling not covered herein shall be decided by Speedway officials.**

2009 SAFETY RULES

1. All drivers must wear a Snell SA90 or newer approved safety helmet. All helmets must have a Snell sticker clearly visible inside the helmet. A safety check of seat belts, shoulder harnesses, helmets, and height of driver's head in relation to height of roll cage will be performed with drivers strapped in the race car. In all cases, the top of the helmet must remain two (2) inches below the top of the roll cage.
2. Seat belt and double over the shoulder harnesses (with one quick release for all belts) are required in all classes. Seats belts must be securely fastened to the frame. No homemade harnesses are allowed. Belts must be installed in a manner that will keep the driver from sliding from side to side under the belt. Five point, submarine type belts are strongly recommended in all classes. 16" x 20" window nets required.
3. All glass and chrome must be removed. No mirrors or reflective devices allowed.
4. All competing cars must have a roll cage. Roll cages must have at least one cross bar in the rear. A brace on each side of the cage is required from the rear of the frame to the top of the roll bars. Roll bars must have gussets in all corners. The minimum size material for a roll cage is 1 1/2 inch O.D. tubing and 1 5/8 inch O. D. black pipe. Minimum wall thickness is .095.
5. All cars must have at least two wheel brakes in good working order.
6. Doors must be bolted or welded shut.
7. All cars must have a solid top completely covering the roll cage. Hinged escape hatches may be used, but they must be made of the same material as the roof.
8. A complete Nomex fire suit (pants and top or one piece) is required for all classes. Fire retardant neck brace, gloves, and shoes are required in all classes.
9. Cars will not be allowed on the track unless an ambulance or approved substitute vehicle is present.
10. A working fire extinguisher with a quick release bracket within easy reach of the driver is required in all classes. No duct tape or hose clamps may be used to secure fire extinguishers.
11. Radiator fans must have shrouds made of at least 16 gauge steel in all classes. Aluminum shrouds are allowed. Other types of shrouds must be approved by the technical official. If a rear radiator is used, overflow tubes must be directed to the rear of the car away from the driver. Radiator hoses that run inside of the car must be enclosed in metal. Drivers must be shielded for rear radiator protection. No car will be allowed to compete without a hood.
12. Factory fuel cells only in all classes.
13. All cars must have a safe firewall between the driver and the engine. Firewalls must be constructed so that, in case of a fire, flames cannot enter the driver's compartment from around, under, or over the firewall. Hoods must be flush with the firewall to prevent fire from entering the driver's compartment.
14. Fuel cell must be located a safe distance from the driver in the trunk compartment with a firewall between the driver and the cell. Firewalls must be constructed so, that in case of a fire, flames cannot enter the driver's compartment from around, under, or over the firewall. Cells must be securely mounted with two (2) one (1) inch steel straps.
15. Any driver caught by speedway officials participating in a race event without a helmet properly strapped on and/or safety belts securely fastened will be disqualified for that event.
16. A steel top loop on accelerator pedals is strongly recommended in all classes.
17. One way safety valves in fuel vent lines are strongly recommended in all classes.
18. Nerf bars and bumpers cannot have any open or sharp edges, corners, or ends. No car will be allowed to compete without a rear bumper.

19. No electric pumps or motors are allowed in the trunk compartment. No electrical connectors in the trunk.
20. All seats will be inspected for mounting and installation. Aluminum seats only will be allowed and must be securely mounted. It is recommended that a minimum of six (6) 3/8 inch bolts with a steel flat washer no less than 1 1/2 inch in diameter be used and be installed between the head of the bolt and the seat. All six (6) bolts should be attached to an approved frame with a minimum of four (4) bolts in the seat and a minimum of two (2) bolts in the back.
21. All cars must be safety inspected by the technical official.
22. Standard transmission cars must use explosion proof steel bell housing.
23. Solid disc clutch hub with blow proof lining or pads recommended in all classes.
24. Bottom drivers' door bar must have at least two (2) down bars attached to frame.
25. Steering wheel quick disconnect is strongly recommended in all classes.
26. Any add on weight must be bolted to the frame or roll cage with the minimum of two 1/2 inch bolts and be painted white with your number on it. Any car losing add-on weight during any race will be disqualified from that race.
27. Battery must be in a marine type case with at least one 2 inch steel strap 1/8 inch thick, 270 degrees over the case.
28. Fuel lines running through driver's compartment must be run through metal pipe or metal conduit, flexible conduit okay.
29. Automatic transmission must be approved scatter shield or blanket. Scatter shield may be constructed of 1/4 inch X 3 inch steel 270 degrees around flex plate. Shield may be welded and bolted to floorboard inside car.
30. Transmission cooler must be located under hood or in trunk of car. Any cooler lines running through driver's compartment must be run through metal pipe or conduit.
31. Driveshaft must be painted and looped in the front in all classes.
32. Steel door plates, .18 gauge or .049 inch minimum thickness metal, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear hoop down post to five (5) inches in front of seat. Must be visible for inspection. If a passenger is riding in a Cruiser race car, a door plate must also be installed on the passenger side.

2009 TWISTER RULES

1. These are not race cars, they are cars that race! Drivers must be **13** years and older.
2. Body: Any sub-compact mid-size car, front wheel drive, that came OEM (original equipment manufacturer) with four-cylinder or six cylinder. Absolutely no gutting, cutting allowed on body. All glass moulding and plastic must be removed from exterior. Doors must be secured (i.e., chained minimum 5/16", welded, etc. Recommend welding door seams). Stock ignition must be in place and operational.
3. Number: All cars will be neatly painted and numbered. Numbering must contrast with body color. **Door numbers** will be 3" wide and 21" high. **Roof number** will be 3" wide and 31" high. **Drivers failing to have legible numbers according to these rules, will not be scored at the scorers' discretion.**
4. Roll cage: Roll/over-bar must be used. May be a single bar attached in three (3) different locations or a four point roll cage installed with no gutting. No bars may extend past the passenger area. Windshield screen must be used with at least 3 1/4" bars protecting the driver/ passenger.
5. Driver equipment: 4 point racing safety belts minimum 3" wide required. Helmet-Snell 85 required.
Window nets required. Portable fire extinguisher required and must be mounted within reach of the driver. Neck brace required. SFI approved race suit required. **SFI gloves required** and shoes recommended.
6. Transmission: OEM only.
7. Suspension and steering: OEM only.
8. **Fuel cell recommended. Stock fuel tanks allowed. Stock ignition must be in place** and operational with OEM stock in-tank fuel pumps.
9. Brakes: All four brakes must be operational, no bias, OEM only.
10. Tires and wheels: Manufacturers recommended only for that make and model...no racing tires/wheels.
11. Ballast: No added weight allowed.
12. **Battery/electronics: Must be placed in plastic boat battery box and securely mounted with metal straps. No after market electronics, and/or sensors, OEM only.**
13. Mufflers: All cars are required to have a muffler. IMCA approved or Smiley's Muf-003 or Muf-035 are allowed.
14. Claim: Car cannot be claimed on first race night. No claim will be allowed if 10 or less cars compete in the feature. Top four finishers are subject to claim for \$500 (cash only). Claims are made at the front gate and must be made between 8:00—8:30 P.M. Claim includes entire car except drivers' personal safety equipment. Once claim is made, no refund, except for claim refusal.
15. Claim refusal:
 - a. First offense: \$500 fine, cash only (must be paid at the front ticket booth before competing again in the twister class.) **Loss of all points for that season.**
 - b. **Second offense: Barred from class and barred from racing any other class until such time as a \$500 fine, cash only, is paid.**

Final notes:

These rules are not all inclusive, so, if it does not say you can, you can't! Track tech will have the final say on all discrepancies. Ask prior to modifying, building or guessing.

2009 JUNIOR MINI STOCK RULES

I. DRIVER REQUIREMENTS

- a. Must be **13** years of age. Maximum age level is 16 years. (Note: A 16 year old may not begin the season, but if a driver turns 16 during the season they will be allowed to finish the season.) This is a beginners' class for the kids to get them involved. These rules are intended to keep cars SAFE, basic and as equal as possible. Track management reserves the right to add or amend rules at any time if needed for safety or fairness of competition. Track management has the right to claim the complete race car minus safety equipment for \$500. Race direction will be determined by the race track officials.
- b. Drivers must be able to get in and out of car on their own and operate all safety equipment. Must be able to start car, shift gears and complete a test for track officials.
- c. Prior to racing a mandatory orientation, must be attended by the driver and parent. Notarized release forms must be completed before drivers will be allowed to compete.

II. CHASSIS

Two or four door sedan body with steep top. 1962 or newer Station Wagon or Pickup. Front or rear wheel drive with a maximum of 104 inch wheel base. Truck, the maximum wheel base is 106 inches. (Cars not allowed: 2 seat sport cars, convertibles, Mazda rotaries, VW bugs, no rear or mid engine cars, no all wheel drive.) Stock appearing body as they come from the factory. Stock bumpers with no bracing. May be from different make and model. Pipe bumpers are allowed. Stock steel unaltered floor pan, firewall and trunk floor must remain stock. No altering of wheel base. All glass and flammable items must be removed for the car. Front and rear fenders may be trimmed for tire clearance.

III. ROLL CAGE

- a. Minimum 1 1/4 inch tubing (4) point cage. Maximum six (6) point cage. Three door bars on driver's side. Bottom drivers door bar must have two (2) bars attached to frame on bar on top of floor board. Two (2) door bars on passenger's side minimum. Bars may not pass through the front firewall. Doors must be welded shut. (Steel door plates welded to door bars will be required on driver side. 18 gauge or .049 inch minimum thickness metal.)
- b. Must have a halo bar or cross bar in the top of the roll cage.
- c. Radiator support may be replaced with the maximum of 1 inch O.D.tubing or square tubing, with two support bars attached to the frame in front of the A frames.
- d. Nerf bars flush with body allowed.

IV. SUSPENSION

Suspension must remain absolutely stock from the factory. No interchanging of parts of any kind.

V. TIRES

Any steel wheel seven (7) inch or eight (8) inch wide or less allowed. Tires must be DOT 70 series or DOT 60 Series or less. Tires may be grooved. No mud grips allowed. No racing tires of any kind allowed. 13, 14, or 15 inch tires only.

VI. REAR-END

Must be stock for make and model. May be locked.

VII. ENGINE

- a. Engine must be stock for make and model with no modifications of any kind. Must be stock bore and stroke combination. Bore size allowed: Stock plus .060 plus .010 for wear.
- b. 350 Holley Carburetors allowed.
- c. May run fuel injection that is stock for make and model.
- d. Headers allowed.
- e. 3 or 4 cylinders only.
- f. No turbo or superchargers or intercoolers allowed.
- g. Maximum Ford 2300 cc engine, maximum hydraulic cam lift .400.

VIII. MUFFLER

All cars are required to have a muffler. IMCA approved or Smiley's Muf-003 or Muf-035 are allowed.

IX. SAFETY

- a. Snell SA90 or newer helmet.
- b. Full minimum 16 X 20 inch driver's side window net required.
- c. Aluminum seat with a minimum of six (6) bolt installation.
- d. Five (5) point safety harness
- e. Fire extinguisher
- f. Fire Suit & Fire retardant neck brace, gloves and shoes required.
- g. Must have safe firewall front and rear.
- h. Roll bar padding on driver's side.
- i. Standard transmission cars have drivers feet protection on floor board.
- j. Steering wheel quick disconnect strongly recommended.
- k. Quick steering is optional.
- l. Fuel cell required, unless fuel injection car has a fuel pump in tank; if so stock tank may be used in original position. Fuel tank filler neck must be relocated inside of car in a safe place. A 1/4 inch thick steel plate must be mounted under stock gas tank completely covering tank and painted white.
- m. Must have a flapper valve or safety device mounted in the fuel cell.
- n. Drive shafts must be painted white.
- o. Fuel cut-off switch must be clearly marked on dash. If electric fuel pump is used, an automatic oil pressure cut off switch is required.
- p. General safety rule #'s 23, 28 thru 32 are also mandatory.
- q. Steel door plates, .18 gauge or .049 inch minimum thickness metal, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear hoop down post to 5 (five) inches in front of seat. Must be visible for inspection.

X. FUEL

Pump gas only.

XI. BRAKES

Racecars must have a minimum of 3 wheel brakes.

XII. BATTERY

One 12 volt battery only. See safety rule #27 for installation. (*Battery must be in a marine type case with at least one 2 inch steel strap 1/8 inch thick, 270 degrees over the case.*)

XIII. TRANSMISSION

- a. Must be stock for make and model.
- b. Stock fly-wheel and clutch disc only. No interchanging of any kind.
- c. Must have stock torque converters with no modifications of any kind.
- d. May run auto transmission cooler. See safety rule #30. (Automatic transmission must be approved scatter shield or blanket. Scatter shield may be constructed of 1/4 inch X 3 inch steel 270 degrees around flex plate. Shield may be welded and bolted to floorboard inside car.)

XIV. CAR NUMBERS

Car numbers must be 3 inches wide and 24 inches tall. The numbers should contrast sharply with the color of the car for easy visibility.

2009 CRUISER RULES

I. CAR AND BODY

- a. Cars must be stock street type passenger cars or station wagons. No commercial vehicles, convertibles, or sports cars allowed.
- b. All cars must have stock wheelbase. Minimum wheelbase 108 inches. No Cameros or Pontiac Firebirds.
- c. A driver protection bars, at least 2 bars located left of the driver and connected to the roll bar behind the driver, is mandatory. At no time may it dissect, bisect, or pass through any firewall. All cars with passengers must have two protection bars for the passenger. All passengers must ride in the front seat.
- d. A four point roll bar is required, a minimum of 1 1/2 inch O.D.tubing or 1 5/8 inch O. D. black pipe , not to reinforce the body or frame, or alter the geometry of the racer, but only to serve to hold the car off the driver when over turned as a safety feature. All corners must be gusseted. Must have a halo bar or cross bar in the top of the roll cage. Extra bars in the roll cage will be allowed.
- e. No bracing, anywhere, except on bar in front of radiator and X bracing on rear frame horn.
- f. All doors must be welded, chained, or bolted shut. Doors may be hulled where protection bars are installed.
- g. All glass must be removed.
- h. Seat, with seat belt and approved shoulder harness, is mandatory.
- i. Rear seat cushions must be removed; rear seat shelf must be left in as a fire stop.
- j. Complete bumper to bumper steel Unibody must be retained.
- k. The stock steel unaltered floor pan, fire walls, trunk, and trunk floor, and wheel wells, must be retained. No sectioning, channeling, or chopping allowed. Hood and trunk may be gutted.
- l. Cars must be strictly stock. No cutting, chopping, channeling, or shortening allowed. No holes in the hood. Hood must be kept in place at all times. Rear fenders may be trimmed to eliminate tire damage.
- m. Stock Bumpers must be reinforced so they will not fall off if impacted. Two braces may be used between the bumper and the frame in addition to stock bumper mounts.
- n. Nerf bars allowed. Must be flush with body.
- o. May run a front and rear loop.

II. WEIGHT

The minimum weight after a race, including the driver, must be 3,400 pounds. Add-on weight must be securely bolted. (see safety rule #27)_(Any add on weight must be bolted to the frame or roll cage with the minimum of two 1/2 inch bolts and be painted white with your number on it. Any car loosing add-on weight during any race while be disqualified from that race.) Every car taking the checkered flag must weigh. No part, having either fallen off or been knocked off a car, can be put back on the car before weighing.

III. SUSPENSION

- a. Absolutely no modifying of the suspension is allowed.
- b. Suspension parts must remain absolutely stock for that make and model of car. No spacers lumber, or chains, etc. may be used to alter stock suspension of that car.
- c. The right front wheel must be reinforced to prevent its loss during racing. A heavy duty right front hub and spindle are optional. If a stock spindle is run, a disk brake hub is recommended. Drum brake spindles require reinforcements

for safety. Right front wheel center must be a minimum of 1/4" thick steel. Optional right front wheel only: Spoke type "Mojock" may be used.

IV. TIRES AND WHEELS

- a. Tires must be stock passenger car tires, only; no truck tires or fancy exotic, trick gumball tires of any kind. Maximum 60 series.
- b. Maximum 8" wheels.
- c. No shaving, grooving, or siping is allowed.
- d. Special wheels or racing wheels are allowed. No beadlocks on any wheel.

V. ENGINE

- a. The engine must be strictly stock for that model and make, and in its original mounts, unless otherwise stated in these rules. Replacement engines must be stock bore and stroke combinations. Bore size allowed: Stock plus .060 plus .010 for wear.
- b. GM steel cylinder head rules: 305 cid engines may only run GM casting numbers 14102187, 14102191, 14102193, 1402301, 14014416, 354434, 1414440, 367450, 517513, 1402555, 14022601, 358741, 3297185, 14022801, with maximum intake valve size is 1.840 and maximum exhaust valve size is 1.500, or any other casing number listed below. All other small block powered cars may only run GM steel cylinder casting numbers 014, 195, 267, 330, 336, 339, 388, 393, 441, 445, 454, 487, 493, 545, 598, 624, 642, 709, 799, 813, 862, 881, 882, 920, 991, 993, 997 with maximum intake valve size is 1.940 and maximum exhaust valve size is 1.500. Big block Chevy must use open chamber heads. Ford cars, no after market or SVO heads, Chrysler cars, no after market W2 heads, 360 cid inch heads only must be 76 cc heads or larger.
- c. Stock ignition only with no modifications.
- d. All small block Chevrolet powered cars, maximum .410 lift hydraulic cam.

VI. MUFFLER

All cars are required to have a muffler. IMCA approved or Smiley's Muf-003 or Muf-035 are allowed.

VII. CARBURETOR

Stock cast iron intake only—2 or 4 barrel—with no carburetor adapter. Carburetor must bolt directly to the intake. No high rise intakes (bow tie intakes) will be permitted.

VIII. TRANSMISSION AND REAR END

- a. Stock transmissions only. Automatic must have working converter. Transmission coolers are allowed. See safety rule #30 AND #31. (Automatic transmission must be approved scatter shield or blanket. Scatter shield may be constructed of 1/4 inch X 3 inch steel 270 degrees around flex plate. Shield may be welded and bolted to floorboard inside car. Transmission cooler must be located under hood or in trunk of car. Any cooler lines running through driver's compartment must be run through metal pipe or conduit.)
- b. No locked rear ends. No Positracks. No limited slip. Single track only. No Powertrax.
- c. Driveshaft must be looped in front and painted white.

IX. FUEL TANK

Steel fuel tank with a screw on cap, no factory gas tanks or boat tanks, must be located at a safe distance from the driver in the trunk compartment with a firewall between the driver and the tank. Firewalls must be constructed so in case of a fire, flames cannot enter the driver's compartment around, under, or over the firewall. The tank must be painted white and have a screw on cap. Cell must be securely mounted with a minimum of two (2), one inch steel straps. No factory gas tanks will be allowed. Trunk floor must have holes for ventilation and drainage. Fuel cell highly recommended. Must have a flapper valve or safety device mounted in the fuel cell.

X. SAFETY

- a. All safety rules are highly recommended, safety rules #'s 10, 22, 23, 25, 27 thru 31 are mandatory.
- b. All cars must be equipped with the three (3) inch wide safety belt and at least two (2) inch wide shoulder harness. This is mandatory for the driver and passenger. 16" x 20" window nets required. Passenger window nets also required.

XI. MISCELLANEOUS

- a. One 12 volt battery only, see safety rule #28 (Battery must be in a marine type case with at least one 2 inch steel strap 1/8 inch thick, 270 degrees over the case) for installation.
- b. Headlights and tail lights must be removed.
- c. Any loose wheel or tire requires your immediate leaving of the racing surface. We will not allow for track damage.
- d. Rupture of your gas tank, and/or loss of gas require an immediate black flag.
- e. Approved helmet required. Snell 80 or newer recommended.
- f. No electric fans. One radiator only.
- g. Exhaust pipes must bolt to the exhaust manifolds.
- h. Radiator support may be replaced with the maximum of 1 inch O.D.tubing or square tubing, with two support bars attached to the frame in front of the a frames.

****IMPORTANT NOTICE****

Top five (5) cars may be checked by track tech officials after each race for tires, carburetor, ignition, rear end, and other stock components.

- A. Track management has the right to claim/buy the feature winner's engine after the race for \$300.
- B. Track management has the right to claim/buy the feature winner's carburetor after the race for \$100.
- C. Engine claim does not include:
 1. flywheel,
 2. clutch,
 3. pressure plate,
 4. bell housing,
 5. valve covers breathers,
 6. carburetor,
 7. starter,
 8. motor mounts,
 9. sending units and switches for oil pressure and water temperature,
 10. fan and pulleys,
 11. clutch ball,
 12. clutch arm,
 13. throw out bearing,
 14. dip stick,
 15. water pump,
 16. fuel pump, rod and plate,
 17. distributor,
 18. plug wires,
 19. water outlet and restrictor.

Exhaust manifold goes with engine.

- D. Any refusal to sell engine or carburetor will result in penalties decided by track management.

2009 PURE STOCK RULES

- I. GENERAL
All components are subject to inspection and approval or inspecting officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.
- II. CHASSIS
 - a. Cars must be 1960 or newer, stock passenger, street type cars. No commercial vehicles, convertibles, or sports cars are allowed. Frame, body, and engine must be absolutely stock for that make and model car with no plating allowed of the frame.
 - b. Wheelbases must be stock for make and model of car with a minimum stock wheel base of 110" for unibody cars; 108" for full frame cars. No Camaros are allowed.
- III. WEIGHT
The minimum weight after a race, including the driver, must be 3,400 pounds. Add-on weight must be securely bolted see safety rule # 27 (*Any add on weight must be bolted to the frame or roll cage with the minimum of two 1/2 inch bolts and be painted white with your number on it. Any car loosing add-on weight during any race while be disqualified from that race.*) Every car taking the checkered flag must weigh. Any part, either falling or knocked off a car, will not be allowed to be put back on the car before weighing.
- IV. SUSPENSION
Front and rear suspension must remain stock. Shocks must remain in stock location only. After market springs and shocks are allowed. Shimming for frame height is allowed. May run non-adjustable tubular A-frames.
- V. BODY
Stock body only. No body modifications or gutting is allowed. All chrome, glass, plastic, and interior must be removed. All doors must be welded or bolted shut. All headlight, parking light, and taillight assemblies must be removed. Body must be neat and have acceptable metal stock front and rear firewalls. Must have full stock floorboards. Trunk and rear fender wells are required. Inner liners on front fender wells may be removed. Inter-door panels may be removed from the driver's and front passenger's sides. Car must be brightly painted in colors that contrast with the car numbers. Fender wells may be trimmed to a maximum height of 18" from the center of the axle. Hood scoop, or box, may be a maximum of 3" tall above the hood with no opening for outside air and closed on all sides. Underside of the hood may be removed. Hood and trunk lid must be pinned. Nerf bars permitted. Interchanging or replacing of body parts with metal must be approved by technical official.
- VI. STEERING
Stock steering box must remain in original location. Steering column may be removed and replaced with a shaft, but must keep the stock collapsible shaft intact. Driver must remain on left side of unaltered drive shaft hump with no rear seat driver location permitted. No modifications of hump. Steering linkage will remain stock with no reinforcing permitted. Quick steering is optional.
- VII. ENGINE
 - a. The engine must be strictly stock for that make and model of car and in the original location. All internal components must be stock or stock replacement. Hydraulic cam shaft only. Aftermarket lower crankshaft reduction pulley allowed.
 - b. Stock carburetor only for that make and model. No Holley carburetors allowed. Stock cast iron intake manifold 2 or 4 barrel with no adapter. No Bowties allowed. Carburetor must bolt directly to intake.

- c. No electric fuel pumps. Stock mechanical fuel pumps only in the original location. No regulators allowed.
- d. The use of fuel injection, super or turbo charges, nitrous oxide, and water injection will not be allowed.
- e. Stock battery type ignition only. No magnetos, dual points, or after market ignition. No modifications to the distributor except advance curve kit. After market plug wires are allowed.
- f. Bore size allowed: stock plus .060 plus .010 for wear. Stock appearing oil pans.
- g. Small block Chevrolet cars four (4) eyebrow stock type flat top or dish pistons. No lightweight pistons allowed.
- h. Small block Chevrolet approved steel head casting #'s are as follows: 014, 195, 267, 330, 336, 339, 388, 393, 441, 445, 454, 487, 493, 545, 598, 624, 642, 709, 799, 813, 862, 881, 882, 920, 991, 993, 997, 14102187, 14102191, 14102193, 14022301, 14014416, 354434, 1414440, 367450, 517513, 14020555, 14022601, 358741, 14022801, 3297185 with maximum intake valve size is 1.940 and maximum exhaust valve size is 1.500. Big block Chevrolet must use open chambered heads. Ford cars, no after market or SVO heads. Chrysler cars, no after market W2 heads, 360 inch heads only. Must be 76 cc heads or larger.
- i. Small block Chevrolet powered cars maximum .450 lift hydraulic cam.
- j. Big block Chevrolet powered cars maximum .500 lift hydraulic cam.
- k. No small block 400's allowed.
- l. Vacuum Rule—Cars must pull 12 inches of vacuum at 1200 R.P.M. immediately after a race.
- m. Screw-in studs are allowed. Stock spring diameter only, with a maximum of 120 lbs. seat pressure.

VIII. EXHAUST

Stock manifold. No headers allowed.

IX. SAFETY

See all safety rules. Cars must have approved windshield screen (expanded metal, etc.). "16 x 20" widow net mandatory.

X. BRAKES

Must have O.E.M. brakes with a minimum of two (2) wheel brakes. Three (3) or four (4) wheel brakes are recommended. Disc brakes are allowed.

XI. WHEELS

7" or 8" aftermarket steel wheels or stock steel passenger car wheels. No bead locks allowed.

XII. TIRES (2006)

Tires are limited to a maximum of 60 series. Street type passenger car tires displaying a D.O.T. number on the sidewall and passenger car tread design. Grooving, siping, cutting back to size or any other modification is not allowed. No special racing tires, duals, knobblies, mud, snow, off-road tires, recaps, and I.M.C.A. pull offs are allowed.

XIII. MUFFLERS

All cars are required to have a muffler. IMCA approved or Smiley's Muf-003 or Muf-035 are allowed.

XIV. ROLL CAGE

- a. All cars must have a four (4) post roll cage surrounding the driver and anchored to the frame on both sides of the car. A roll bar, in front of the driver and behind the driver, tied together on each side at the top, will form the basic roll cage. All corners of the roll cage must have gussets. A cross bar from the top right corner of the rear roll bar to the bottom left corner of the rear roll bar is recommended. Minimum roll bar material is 1 1/2" O.D. tubing or 1 5/8" O.D. black pipe with .095" wall thickness. At least three

bars must be welded between the front and rear roll cage posts on the left side of the car for driver protection. Additional roll cage protection is optional. Roll cage may be braced to front frame behind upper A-frames. Must have a halo bar or cross bar in the top of the roll cage.

b. Padding of roll bars around leg, arm, and head areas is mandatory.

XV. REAR END

a. Rear ends must be stock for make and model of car only. They may be locked.

b. Drive shaft must be looped in front and painted white.

c. No spacers allowed on rear end hubs.

XVI. TRANSMISSION

Automatic or standard transmissions in stock location with all working gears are required. Automatic transmissions must have 11" minimum working torque converter see safety rule # 30 and # 31. (Automatic transmission must be approved scatter shield or blanket. Scatter shield may be constructed of 1/4 inch X 3 inch steel 270 degrees around flex plate. Shield may be welded and bolted to floorboard inside car. Transmission cooler must be located under hood or in trunk of car. Any cooler lines running through driver's compartment must be run through metal pipe or conduit. Standard transmissions must use explosion proof steel bell housing and must have a working clutch. 10.5" minimum clutch face, single disc only. No multi-disc clutch and no aluminum clutch parts. No early Z-28 or corvette flywheels. Stock O.E.M. non-lightened flywheels only.) Must have a front drive shaft loop and the driveshaft painted white.

XVII. BUMPERS

a. Pipe bumpers allowed—no wider than upper ball joints and no more than 42" from center of ball joint. Front may be narrowed to the width of the front frame horns, ends must be capped and smooth.

b. Bumpers can have no sharp edges, corners, or ends. No car will be allowed to compete without a rear bumper. No trailer hitches are allowed. Welding and chaining bumpers allowed. One bar to attach front bumper to frame on each side is optional.

XVIII. FUEL CELL

Fuel cell must be located a safe distance from the driver in the trunk compartment with a firewall between the driver and the cell. Firewalls must be constructed so in case of fire, flames cannot enter driver's compartment around, under, or over the firewall. Cells must be securely mounted with a minimum of two (2), one (1) inch steel straps. Trunk floor may not be removed and must have holes for ventilation and drainage. Must have a flapper valve or safety device mounted in the fuel cell.

XIX. FUEL

Pump gasoline, only, with no additives is allowed. Approved track gasoline is allowed.

XX. RADIATOR

a. Only one radiator is allowed, and it must be centered in front of the engine in a vertical position. Aluminum radiators may be used.

b. Electric fans are allowed.

c. Fan shroud must be approved by the technical official.

d. A single loop no larger than 1 1/2" diameter pipe may be run from the front of the radiator to the back roll cage.

XXI. BATTERY

One 12 volt battery only, see safety rule # 27 for installation. (Battery must be in a marine type case with at least one 2 inch steel strap 1/8 inch thick, 270 degrees over the case.)

2009 STREET STOCK RULES

I. GENERAL

All components are subject to inspection and approval or inspecting officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.

II. CHASSIS

- a. Frame limited to American street type car, models 1960 through current year. No commercial vehicles, convertibles, station wagons, sports cars, or subcompacts are allowed. Frame, body, and engine must be absolutely stock for that make and model car with no plating allowed on the frame. Front and rear frame sections on unibody cars may be tied together, but they must be in original position on the floor pan and must retain the basic appearance and design. No other bracing or unibody or full frame except through the roll cage. Frame and body must match in make, model, and year.
- b. Wheelbases must be stock for make and model of car with a minimum stock wheel base of 110" for unibody cars; 108" for full frame cars. Chrysler/Plymouth with 108" unibody cars are allowed.
- c. Frame limited to American street type car, models 1960 through current year. Not commercial vehicles, convertibles, station wagons, sports cars, or subcompacts are allowed. Frame, body and engine must be absolutely stock for that make and model car with no plating allowed on the frame. Front and rear frame sections on unibody cars may be tied together, but they must be in original position on the floor pan and must retain the basic appearance and design. NO other bracing or unibody or full frame except through the roll cage. Frame and body must match in make, model, and year.

III. WEIGHT

The minimum weight after the race, including the driver, must be 3,400 pounds. Add-on weight must be securely bolted see safety rule # 26 (*Any add on weight must be bolted to the frame or roll cage with the minimum of two 1/2 inch bolts and be painted white with your number on it. Any car losing add-on weight during any race while be disqualified from that race.*) Every car taking the checkered flag must weigh. Any part, either falling or knocked off the car, will not be allowed to be put back on the car before weighing.

IV. SUSPENSION

Front suspension must be A-frame type. Front and rear suspension must remain stock, unaltered, and in the original position. No modifying or reinforcing of the suspension or steering is allowed unless otherwise stated in these rules. Aftermarket spring and shocks are allowed. Rear weight jacks on coil spring cars are allowed. Front shocks may be moved outside of coil springs for the installation of weight jacks. Weight jacks, adjustable shackles or rear sliders (to replace shackles), and lowering blocks are allowed. No other aftermarket racing parts are allowed, unless otherwise stated in these rules. May run non-adjustable A-frames.

V. BODY

Stock bodies with no modifications or gutting are allowed. Performance bodies OK—must keep stock floor pan and firewall unless rusted out. Replacements must be okayed by HOT tech officials. All chrome, glass, plastic, and interior must be removed. All doors and trunks must be welded or bolted. Max 6 1/2" spoiler. All headlight, parking light, and taillight assemblies must be removed. Body must be neat and have acceptable metal stock front and rear firewalls. Inner door panels may be removed from the driver's and front passengers sides. Car must be brightly painted in colors that contrast with the car number. Fender wills may be trimmed to an approximate height of 18" from the center of the axle. Hood scoop, or box, may be a maximum of 3" tall above the hood with no openings for out side air and closed on all sides.

Underside of the hood may be removed. Interchanging or replacing of body parts with metal must be approved by the technical official.

VI. STEERING

Stock steering box must be in original stock location. Steering wheel and steering column may not be moved. No center steering or steering wheel and driver on left side of the drive shaft hump. No modification of the hump is allowed. Chain steering or reduction box is allowed. Quick release steering wheel is permitted.

VII. ENGINE

- a. Engine must have been produced for consumer use in that make, model and year of car. Engine size must remain stock for that year, make, and model according to motor's repair manual. Bore size allowed: .060 plus .010 for wear.
- b. A small block engine no larger than the sizes listed below will be allowed to replace the engine that came stock in that car as long as the replacement engine is the same block and head design as the original equipment engine.
General Motors 350 C.I.D.
Ford 351 C.I.D.
Chrysler 360 C.I.D.
- c. Replacement engines must be stock bore and stroke combinations. Bore size allowed: Stock plus .060 plus .010 for wear.
- d. One 2 barrel carburetor only. Holly model #4412, Holley model #0-80787-1 with NO alterations.
- e. No electric fuel pumps. Mechanical fuel pumps, only, in original location will be permitted. No regulators allowed.
- f. The use of fuel injection, super or turbo chargers, nitrous oxide, and water injection will not be allowed.
- g. Stock cast iron intake manifold or cast iron bow-tie intake allowed. No porting, polishing, or enlarging allowed.
- h. Battery type ignition only. No magnetos, dual points, or after market ignition. No modification to the distributor allowed except advanced springs. After market plug wires are permitted.
- i. Stock or aftermarket 5.7 inch rod allowed. Stock stroke only. An aftermarket crankshaft, Scat part # 9-10442, Casting # 0442 may be used.
- j. Any flat top or dish pistons are permitted. No pop-up pistons are allowed.
- k. Any flat tappet cam and lifters are permitted. No roller, mushroom, or oversized lifters are allowed. No gear drives are allowed.
- l. Stock O.E.M. cast iron heads are required. No porting, polishing, or port matching allowed. Valve size may not be enlarged. Valve springs must be the same size that comes on the head, with one spring only per valve, with or without a damper. Stock diameter steel valve spring retainers only are allowed. Screw in studs and guide plates are permitted. "World Products SR Torquer Casting I.D. # 1052 or Torquer Casting I.D. #1058 cylinder heads are allowed." 1.250 diameter valve springs only. Maximum intake valve size is 2.02 and maximum exhaust valve size is 1.60. Stock rocker arms or steel roller tip rocker arms are allowed. Roller rockers and stud girdles are allowed. Angle plug heads are not legal for Chevrolet powered cars. No aftermarket racing parts are allowed unless otherwise stated in these rules. Vortec heads will be allowed. No double or triple valve springs. No beehive valve springs.
- m. Lifter valley oil tray, oil accumulator, and any after market oil pan are allowed.
- n. Under chassis headers with mufflers are allowed. Optional: Crossover header allowed with mufflers. Drivers' compartment around headers must be totally enclosed.
- o. Engine location must remain in original position. Aftermarket motor mounts and stands are okay. They must be in original location.

- VIII. EXHAUST
Stock manifold or headers are allowed.
- IX. SAFETY
See all safety rules. Cars must have approved windshield screen (expanded metal, etc.) "16 x 20" window nets are mandatory.
- X. BRAKES
Must have O.E.M. hubs and brakes with a minimum of two wheel brakes in good working order. three or four wheel brakes are recommended. Rear disc brakes may be installed. Must use stock components except for aftermarket mounting brackets, one aftermarket master cylinder and brake pedal assembly, with no front to rear or side-to-side adjustment capabilities. One single front brake cutoff allowed.
- XI. WHEELS
Steel wheels only are required. Width governed in sectional part of the tire rule.
- XII. TIRES
Maximum 11" sectional width street type passenger car tires are required. They must have D. O. T. numbers and tread design. No modifications of any type, including grooving, are allowed. No special racing tires, duals, knobbies, mud, snow, or off-road tires are allowed. Tires must be available to the general public at normal retail outlets, and they must be warranted by the manufacturer. Tire width will be checked with track tire gauge. Tire bead may be screwed to the rim. Modifications to the inside of the wheel for the purpose of securing the tire to the rim will be allowed. Recaps are allowed. External bead lock on right rear is optional. I.M.C.A. pull offs allowed. No Hoosiers allowed.
- XIII. MUFFLERS
All cars are required to have a muffler. IMCA approved or Smiley's Muf-003 or Muf-035 are allowed.
- XIV. ROLL CAGE
- a. All cars must have a four (4) post roll cage surrounding the driver and anchored to the frame on both sides of the car. A roll bar, in front of the driver and behind the driver, tied together on each side at the top, will form the basic roll cage. All corners of the roll cage must have gussets. A cross bar from the top right corner of the rear roll bar to the bottom left corner of the rear roll bar is recommended. Minimum roll bar material is 1 1/2 " O.D. tubing or 1 5/8" O.D. black pipe with .095" wall thickness. At least three bars must be welded between the front and rear roll cage posts on the left side of the car for driver protection. Additional roll cage protection is optional. Roll cage may be braced to the front frame behind the upper a-frames. Must have a halo bar or cross bar in the top of the roll cage.
 - b. Padding of roll bars around leg, arm, and head areas is mandatory.
- XV. REAR-END
- a. Stock rear-ends for the make and model of the car required. It may be locked. Enclosed axle rear end only allowed. No late model grand national or quick change rear-ends allowed. Option: 9" Ford rear-end allowed. It must mount in stock location with stock springs for the make and model of car. Floaters rear-ends allowed.
 - b. Drive shaft must be looped in front and painted white.
 - c. No spacers are allowed on rear end hubs.
- XVI. TRANSMISSION
- a. Automatic or standard O.E.M. transmission with all working gears. Must have a working clutch, 10.5" minimum clutch face, single disc only. No multi-disc clutch and no aluminum clutch parts.
 - b. Must have a minimum 11" working torque converter.
 - c. Automatic transmission coolers are allowed, see safety rules #29 and #30. (Automatic transmission must be approved scatter shield or blanket. Scatter shield may be constructed of 1/4 inch X 3 inch steel 270 degrees around flex

plate. Shield may be welded and bolted to floorboard inside car. Transmission cooler must be located under hood or in trunk of car. Any cooler lines running through driver's compartment must be run through metal pipe or conduit.)

Hand clutches are allowed.

- d. Explosion proof steel bell housing is mandatory.
- e. Car must self start and must have neutral and reverse gear in operating order. All cars must be able to leave pit area and starting line under their own power. A car must be able to go forward and backward from a neutral position with the engine running.

XVII. BUMPERS AND NERF BARS

- a. Front and rear bumpers may be constructed of no larger than two (2) inch O. D. pipe. Front bumpers must be at least the width of the frame and may not extend beyond the outside of the frame horn. Front bumper may not extend forward more than a maximum of 42 inches from the center of the lower ball joints. Rear bumper may wrap around to the side of the car, but it may not extend beyond the outside of the rear tires. No open or sharp edges will be permitted. Stock bumpers are optional. All bumpers must be in the original location. Bumper uprights may be 12 inches maximum height. If homemade bumpers are used, then all corners must connect to form a rectangle with rounded 90 degree corners. No single bar bumpers are allowed. If stock bumpers sustain extensive damage and become unsafe, then the technical official may require you to replace the bumper.
- b. Nerf bars are optional, but if used, they must be within 2" of the body. Bumpers and nerf bars must have rounded ends with no sharp edges. Nerf bars must be located between the wheels.

XVIII. FUEL CELL

Fuel cell must be located safe distance from the driver in the trunk compartment with a firewall between the driver and the cell. Firewalls must be constructed so in case of fire, flames cannot enter driver's compartment around, under, or over the firewall. Cells must be securely mounted with a minimum of two (2), one (1) inch steel straps are allowed. Must have a flapper valve or safety device mounted in the fuel cell.

XIX. FUEL

Pump gasoline, only, with no additives is allowed. Approved track gasoline is allowed.

XX. RADIATOR

- a. Two (2) radiators are allowed. Auxiliary radiators must be located a safe distance from the driver. See safety rule #11 (*Radiator fans must have shrouds made of at least 16 gauge steel in all classes. Aluminum shrouds are allowed. Other types of shrouds must be approved the technical official. If a rear radiator is used, overflow tubes must be directed to the rear of the car away from the driver. Radiator hoses that run inside of the car must be enclosed in metal. Drivers must be shielded for rear radiator protection. No car will be allowed to compete without a hood*) regarding rear radiators.
- b. Electric fans are allowed on the front and/or rear radiators.
- c. Fan shrouds must be approved by the technical official.

XXI. BATTERY

One 12 volt battery only allowed. See safety rule #27 (Battery must be in a marine type case with at least one 2 inch steel strap 1/8 inch thick, 270 degrees over the case) for installation.

2009 I.M.C.A. MODIFIED RULES APPLY
2009 I.M.C.A. Sport Mod RULES APPLY
2009 I.M.C.A. HOBBY STOCK RULES APPLY

Available at <http://www.imca.com/>

- 1) GENERAL
All components are subject to inspection and approval by inspecting officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.
- 2) MUFFLERS
All IMCA classes are required to have a muffler. IMCA approved mufflers only are allowed.
- 3) SUSPENSION
Traction control--No electronic or manual traction control device allowed.
- 4) CAR NUMBERS
Car numbers must be as required in Heart O' Texas Speedway policy rule #35 and I.M.C.A. general rules.
- 5) CLAIM AREA
 - a) During the 2009 racing season, the infield claim area will be located in front of the scoreboard and behind Victory Lane.
 - b) Following each I.M.C.A. feature, the winner will drive to Victory Lane. The remaining top four finishers will report to the infield claim.