



## 2024 PURE STOCKS updated 021924

*Fastest Piece of Real Estate in Tennessee*

\*\*\* Be sure to read the General Rules and Flag Rules as they pertain to every division\*\*\*

### 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 DBA Veterans Motorplex

**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.

**NOTE:** All cars must comply with the rules set forth by the Highland Rim Speedway / Veterans Motorplex rule book and reference manuals used in the inspection process. All cars and car parts are subject to VMP technical inspection processes. VMP is not required to follow any other sanctioning bodies or manufacturers guidelines in its inspection process. VMP reserves the right to add to and or adjust left side weight when deemed necessary for equal competition purposes.

**Driver Eligibility:** Any driver is eligible to drive in the pure stock division (however drivers from upper divisions must be approved by track ownership and TECH). If a driver wins more than 10 races in a single season then, that driver is not eligible to race in the Pure Stock division the following year and must sit out a year or race in another

division for the next year. Once they sit out a year they will possibly be allowed to race again in the Pure Stock division.

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

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 head sock and underwear. **Recommended:** Fire retardant shoes. On board fire extinguishing systems are highly recommended.

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 required. **Recommended:** Safety belts be 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 with Minimum 1.5 Inch OD washers. WE recommend a minimum of 6 bolts... 2 in the bottom front corners of the seat, 2 in the bottom rear corners of the seat, 2 in the top corners that go into a seat back mount that attaches to the cross rollbar behind the seat. Recommended to use Nylock nuts with at least 3 threads stick through the nylon portion of lock nut. Always have a built-in tubing seat bracket that is professionally welded to the roll cage for your seat to attach.
- 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. Left or Right side mirrors are permitted however if we feel you are mirror driving the mirror will be removed.
- 1.4 **Fuel Cell.** Fuel Cells are required. Maximum 22 gallon. If fuel cell does not have aircraft style positive seal filler neck/cap system – a flapper, spring or ball type filler rollover valve is required. **Recommended:** Bladder Type fuel cell highly recommended. **Fuel shut-off recommended.**
- 1.5 **Fuel Cell Container.** Must be made from 20 gage steel and mounted in a minimum 1"x1" square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inches.
- 1.6 **Fuel Cell Bar.** 1 ¾" .083 fuel cell bar must be installed behind fuel cell and must be 1" lower than fuel cell container.
- 1.7 **Fuel Cell height** We highly recommend all Fuel cells be flexible bladder type. **Recommended:** Fuel cell be no more than 3 years old. mounted in a steel container (20 gage min. thickness). We highly recommend the fuel container be mounted in a 1"x1" x .065 wall steel tubing frame welded in place a minimum of 10" from the ground height. We highly recommend a 1/8" plate the width and height of the fuel cell be mounted between the fuel cell and rear end housing.
- 1.8 **Fuel Line.** Fuel line can run under car but must be higher than the lowest part of the frame and securely attached. Fuel line can be run through the car from fuel cell but must be in a 1 pc. steel pipe and the pipe must extend a minimum of 1" out from front and rear firewall.
- 1.8a **Fuel: NO E-85 Fuels period..** 110 Racing Fuel is approved for competition.. No Oxygen enhancing agents / fuels or additives
- 1.9 **Drive Shaft Loops.** 2 drive shaft safety loops made of flat steel minimum 0.25 inch by two inch steel strap, or one inch tubing. Drive shaft loops should be mounted 6 -12" in from each end of the drive shaft u joint. All drive shafts must be painted white.
- 1.10 **Quick Release Steering Wheels are recommended. Collapsible steering shaft recommended.**

**Section 2: Body & Interior of car**

- 2.0 **Windshield DIVISION Sponsor area.** Please reserve the top of your Windshield area on ALL cars in all divisions for Highland Rim Speedway division sponsors Decals.. Any car not displaying the division sponsors Window decals will result in a **25% Reduction** in all monies earned.
- 2.1 **Identification.** All cars in this division must park in designated area and each car must have **PS** in 4" tall in Bold White letters on top driver's side windshield area.
- 2.2 **Stock Equipment.** All stock equipment only for that year model car.
- 2.4 **Body Panels: Pre 1980 Fiberglass Nostalgia (Old School) bodies will be allowed for 2021. All Bodies Must be preapproved by Tech before installing. 1955 Chevy Body etc... Pre 1966 extremely stock appearing Track approved Steel or Fiberglass bodies will get a 50 pound weight break....**
- 2.4a **Current Bodies:** Sides may be replaced with sheet metal. Quarter Panels, Doors & Fenders may be steel or aluminum aftermarket replacement panels but must follow factory curve and sizes. No flat sides allowed. The entire door may be steel or fabricated sheet metal, however the doors must have the stock type upper and lower body lines formed into it. The top edge of the door must be hemmed the length of the door to eliminate sharp edges. It is highly recommended to install a horizontal support bar with two vertical support bars under the top edge of an aftermarket door. All replacement body panels may be welded or riveted on using 3/16" rivets. NO Sheet metal screws... Panels must follow basic stock contour & shape... NO Flat sided body panels.
- 2.4b All body panels must look like and follow the stock shape. **Top of quarter panels must slant downward from the bottom of the rear window to the back edge of the rear bumper cover/spoiler mounting area.**
- 2.5 **No Sharp or jagged edges on body panels including exhaust that may cut a tire.**
- 2.6 **Fiberglass Hoods and Deck Lids are allowed. Deck lids may be fabricated aluminum. NO homemade hoods ..**
- 2.6a **Fender edges cannot be rolled out. Highly recommended that all metal fender edges be hemmed 180 degrees..**
- 2.7 **Inner Body Supports may be removed.**
- 2.8 **Doors.** All stock doors must be welded or bolted shut.
- 2.9 **Bumpers.** Stock bumpers must remain in stock location, with NO reinforcing. All stock bumpers must have a chain to connect from the bumper bolt to the frame bumper bolt, or welded bumper shocks to keep the bumpers from coming out of the bumper shock.  
If Plastic Nose and Rear Bumper covers are used you may remove the stock bumpers and replace with a single 1.75" preformed bumper car and bumper support tubes. The top edge of the nose or rear bumper cover may be braced with tubing.
- 2.10 **Glass & Interior.** Must remove all side and rear glass and flammable interior. Must leave windshield or replace with 1/8" Lexan / Polycarbonate. No Plexiglas.
- 2.11 **Mirror.** One (1) inside mirror ONLY; must be mounted in traditional rearview mirror location (center of car) Wink mirrors and wide angle mirrors are permitted.
- 2.12 **Lights & Hub Caps.** Must remove headlights & taillights. Must remove all hub caps.
- 2.13 **Interior.** Must remove all cloth/plastic type interior panels. You may remove dash, but not required.
- 2.13a **Steering Column.** Stock steering column may be removed and replaced with 2 pcs of .125 wall DOM tubing mounted with a minimum of two (2) swivel steering knuckles and at least two supports with no weight penalty.
- 2.14 **Hood & Deck lid latch.** Must remove hood and deck latches on stock hoods and deck lids and replace with minimum of two hood pins. Must remove deck latch assembly and replace with two hood pins. Hoods and decks must be held shut with quick release hairpin or lynch pin type fasteners to secure panel.
- 2.15 **omitted**
- 2.16 **Heater & AC Core.** May remove heater core and air conditioner core, but all holes in firewall must be covered with steel sheet metal minimum 24 gauge.
- 2.17 **Trunk sheet metal and behind the driver may be cut out.**
- 2.18 **Spoiler.** 6" maximum spoiler height x 60" max width. Cannot extend past stock quarter panel top edge.
- 2.19 **Firewalls & Rocker Areas.** To protect our drivers the front and rear firewalls and rocker panel areas must be sealed with metal out to the body panels in all divisions. No open holes allowed in the fire walls. Holes must be covered with metal.
- 2.20 Cars must have stock front firewall and stock floor pan. Stock floor pan must run at least to behind the driver's seat. Interior may be boxed in or aftermarket interior with wheel tubs can be used behind the driver.

- 2.21 **Body Panel Inner Liners may be removed.**
- 2.22 **Center B-post / Door post on 4 door cars.** This post may be removed on 4 door cars for roll cage and door bar installation
- 2.23 Cars should be painted neat, lettered and look sharp to attract a sponsor

### **Section 3: Roll Cage... 1-3/4" DOM .090 min wall tubing for roll cage highly recommended**

- 3.1 **Roll Cage.** All cars must have a minimum 4 point roll cage with minimum 3 left side door bars and 2 right side door bars. 4 driver's side door bars and 3 right side door bars highly recommended. Minimum of 2 vertical 1 3/4" OD spacer bars in between each door bar. Must use gussets on all drivers' side door bars.
- 3.2 **Main Hoop.** Main hoop should have a bar from side to side with a diagonal bar behind driver's head.
- 3.3 **No limit** on down bars or support roll cage bars. Build you a safe roll cage and protect yourself and your investment.
- 3.4 Excessive bars cannot be used behind the nose as a battering ram.

### **Section 4: Battery**

- 4.1 **Battery Location.** Battery may be moved to driver's compartment behind driver's seat. Must be securely mounted in place and in an approved sealed & vented container vented to the outside of the car with a hose. Must be approved by Competition Director.
- 4.2 **Emergency Master Switch.** Must have working emergency cut-off master switch within reach of driver and officials.
- 4.3 **12V System.** 12 volt system only.

### **Section 5: Communications**

- 5.1 **Radios.** Radios are permitted in this division.

### **Section 6: Cooling System**

- 6.1 **Antifreeze.** No anti-freeze in radiator. **\$100 FINE** if caught using anti-freeze.
- 6.2 **Radiators.** Stock radiators ok, may replace plastic with stock metal or aluminum radiators.

### **Section 7: Suspension & Steering** All suspension parts must remain stock for that year, make and model of car.

- 7.0 **No Coil spring pre-loaders**
- 7.0a **No suspension travel limiting devices allowed including trick mounting of shocks**
- 7.0b **No coil binding or bumping.**
- 7.0c **No aftermarket suspension & steering components**
- 7.1 **Bushings.** All bushings must be stock or stock replacement polyurethane type, No mono balls
- 7.2 **Stock 4 link Suspension.** All suspension parts must remain stock for that year, make and model of car.
- 7.2a Stock type OEM spindles ONLY. Spindles may be reamed for larger ball joints
- 7.2a 1 **Spindles must match from left to right. You cannot run one type spindle on Left side and another on Right side. Spindle dimensions must match from left to right.**
- 7.2b **Aftermarket Upper Control Arm Inner Mounts will be allowed in 2022 with a 25 pound weight Penalty for up to two mounts.** Caprice and Metric mounts will be available from ARBODIES 615-643-4739. You must use only the approved mounts from Veterans Motorplex. All mounts must be used as they are manufactured with no grinding, cutting, raising or lowering to change roll centers. Mounts may be moved for camber.
- 7.2c **Aftermarket tubular offset Upper control Arms with a wide bolt pattern to fit stock upper control arm mounts will be approved for competition in 2022 with a 25lb weight penalty for up to 2 arms. Any length arm may be used. Lefthander makes these arms.**
- 7.3 **Racing/Performance Parts.** No racing or performance parts permitted unless stated so in the rules.
- 7.4 **Front Springs.** May run pig tail or flat end racing springs.  
**FRONT SPRINGS** Minimum 700 pound spring rate and minimum of 7" tall at free standing height
- 7.4a **REAR Springs** Minimum 125 pound spring rate and minimum of 12" tall at free standing height  
**REAR Springs** No more than **100 pounds** in rate difference from Left to Right REAR Springs
- 7.5 **Springs must measure within 2" in height from left to Right**
- 7.6 **Frame Height.** Minimum frame height 7" measured at step up in frame on left front corner.
- 7.6a Stock Frame rails may be boxed in or plated with a **50lb. Weight Penalty.**

- 7.7 Over size ball joints and sleeves for the ball joint to mount in may be used.
- 7.8 **Weight Shifting Devices.** Absolutely no weight shifting devices of any type.
- 7.9 **Buckets.** Adjustable buckets will be allowed.
- 7.9a **Rear Wedge bolts:** Wedge bolts will be allowed in the **Rear ONLY**. If you choose to use rear wedge bolts they **CANNOT** be adjusted during a race.
- 7.10 **Spring Rubbers are allowed.** Maximum of 2 – (1 rotation) speed shop spring rubbers per spring ( no custom spring rubbers)
- 7.11 **Shims.** Solid or adjustable shims may be used under or on top of front and rear springs. May extend spring seat centers to hold shims and springs in place,
- 7.12 **Mono Balls.** No mono balls.
- 7.13 **Shocks.** Must use Over the Counter (Local Auto Parts Store (Autozone, Oriellys etc..) NOT a performance Speed Shop) stock shocks or stock replacement shocks. **NO BILSTEIN shocks of any types.** Adding Grease to a shock is not permitted. **Must be stock UNALTERED local auto parts type shocks. Any shock may be claimed by track or competitor for \$25.00 each.** Factory brand name & part numbers must be on the shocks so they can be compared to over-the-counter shocks of the same type. When shocks are claimed they must first be inspected. If shocks are declared approved, then the transaction will be allowed, and the driver will retain their finishing position. If the shocks are declared not legal for competition, then the car the shocks came off of will be Disqualified and no money will change hands. In order to purchase the shock's you must finish behind the car with the questionable shocks.  
If we cannot call Oriellys, Napa, Advanced Autoparts or Autozone and purchase these shocks as a regularly stocked part throughout that store chain the shock will NOT be approved for competition
- 7.13a **Front Lower shock mounts** may be moved or spaced for clearance and Travel.
- 7.14 **Sway Bar.** Maximum 1.125" OD (1 1/8") Diameter Sway bar.  
Must be factory stock type sway bar with stock OEM wall thickness.
- 7.15 **Sway bars** must be bolted or welded in mounts under frame. Sway bar can be hooked as you wish on the lower control arms but sway bar must be located and mounted above the lower control arms.
- 7.16 **GM Style steering box with drag link and idler.** Any ratio. No Rack and Pinion
- 7.17 **Minimum Wheelbase for BIG GM type Chassis. 112" Maximum Tread Width 73.25"**  
**Tread Width is measured from the face to face on the front wheels**  
**Eligible Models.** May run 2 or 4 door big car GM Chassis with a minimum of 112" Wheels base. Wheelbase must be within 1" of stock wheelbase for that chassis.
- 7.18 108" Wheelbase example METRIC GM CHASSIS ONLY (NO CUT DOWN BIG CARS)  
Must be Metric Tread Width to be 108" wheelbase
- No Cut Down Chassis's
- |                         |  |
|-------------------------|--|
| 112" Wheelbase examples | 73-77 Cutlass, 2 door Malibu and Chevelle                  |
| 114" Wheelbase examples | 73 Monte Carlo   |
| 116" Wheelbase examples | 73-77 Monte Carlo, 4 door Malibu, 77-99 Caprice and Impala |
- 7.19
- 7.17a No Mustangs, Camaros or Firebirds allowed. El Camino Bodies may be allowed (Final product must be approved by tech) but will NOT be allowed to run a spoiler.
- 7.17b **Rear wheel drive chassis only.**
- 7.20 **METRIC CHASSIS.** The 108" GM metric chassis (Narrow... Maximum tread width 71.25" on Metric Chassis) will be allowed but it must have the narrow tread width.  
**Tread Width is measured from the face of one wheel to the face of the opposite front wheels.**
- 7.21 **Chassis cannot be X'd out..** No X bracing allowed on frame of car under drivers seat
- 7.22 Stock OEM or aftermarket type power steering pumps and alternators may be used

## **Section 8: Brakes**

- 8.1 **Working Brakes.** All brakes must work. Must have stock brake pedal & stock type Master Cylinders  
No dual master cylinder brakes... No Brake bias adjusters
- 8.2 **Calipers, Rotors, Brake Drums.** Must have stock Single piston calipers, rotors and brake drums for that year model car or approved calipers by the track. No 4 wheel disc unless the factory car had it.
- 8.3 **4 Wheel Brakes.** All brakes must be hooked up and working together. No pinching of brake lines. No shut off valves
- 8.4 Any type brake pads may be used

- 8.5 Brake Master Cylinder do not have to come stock on that vehicle. You can use Truck or different type car master cylinders

### Section 9: Weight / Weight breaks / Weight Penalties

Engine type	Total Weight <u>Minimum</u>	Left side Maximum	Rear Total Maximum
Built engine	3450	53%	48.5%
Crate engine	3450	53%	48.5%
5.3 engine	3450	53%	48.5%

3450 is the Minimum Total weight at all times

- 9.0 **Rear Weight. Maximum of 48.5% rear weight after any race.**
- 9.1 **Minimum BASE Weight. Minimum of 3,450 lbs (after race) with 53.0% Maximum left side weight with driver.**  
Total, Left Side or Rear Weight may be changed on any car in the interest of a level playing field for the division.

#### **9.1a omitted for 2024**

- #2 Gage Legal Holley carburetors.** No HP carburetors or components  
4412 500 CFM carburetors can run with a **50 lb weight break.**  
Holley 2 barrel part# 7448- 350 cfm carburetors can run with a **75 lb weight break**  
**These weights may be adjusted as needed..**
- #3 305 Engines** If you are running a 305 block with (.060 max. bore or smaller engine your weight will be a minimum of **3350 lbs** with 53% Left side). 305 with HO small chamber heads must weigh 3450 lbs with 53% Left Side weight. No 305 Vortec heads.
- #4 #302 Ford Engine** will be allowed a weight break if a ford car wants to race using this engine
- 9.2 **Lead.** No Tungsten or liquid weight.  
All ballast must be mounted securely with 1/2" Bolts, Fender Washers & Lock nuts  
Ballast can be attached to the frame rail / chassis at any point even behind the rear axle however the weight cannot be located outside of the frame rail / chassis it is attached to. Ballast cannot be mounted lower than the frame rail / chassis it is mounted to. We highly recommend all ballast be put in weight boxes welded or securely attached to the frame rail by welding or securely bolted with multiple 1/2" Bolts, Fender Washers & Lock Nuts.
- Any driver that loses any lead from his car will be fined up to \$250 or (\$10 per pound) payable prior to any further competition. This rule is in effect during race day or practice days.**
- 9.3 **Adjusting Weights.** Track reserves the right to change, adjust weight, or add weight to any car at any time to level the competition.
- 9.4 **Weight Shifting Devices.** Absolutely no weight shifting devices of any type.
- 9.5 **Weight** cannot be mounted lower than the bottom of the frame rails.
- 9.6 **Lead or Weight Cannot** be attached to suspension components, trailing arms etc....
- 9.7 **WEIGHT PENALTIES for Tubular aftermarket Upper Control Arms & ARBODIES upper control arm mounts built to Veterans Motorplex Specs.**  
Use of After Market "TRACK SPEC" upper control arm mounts add 25 pounds to total weight  
**ONLY mounts approved by Veterans Motorplex will be allowed and these are available from ARBODIES.**  
Use of After Market Tubular upper control arms must add 25 pounds to total weight

## Section 10: Built Engine

**Chevrolet 350 or 5.3 Engines may be used and interchanged with any Ford or Dodge bodied cars.**

- 10.0 **Hydraulic Lifters:** You must use Hydraulic non roller lifters ONLY.  
**NO Anti Pump up lifters.** Lifters may not be altered nor have components added, removed dented or shimmed. Must be as manufactured and work fully and freely and compress and work as they were expected to work in the GM Yellow performance book for GM Crate Engines.. (Specs for GM Performance Crate engines Yellow Book). No Special or prototype lifters will be allowed. EIRI
- 10.0a **Cams. Hydraulic Flat Tappet cams ONLY.** No roller cams in carbureted engines  
Must be a hydraulic flat tappet camshaft. Max lift .450 cam measured at the valve. .003 manufacturers variance tolerance. Box stock, No modifications, The manufacturers part number must be stamped in the end of the camshaft. No custom grinds, the cam must be out of a printed catalog and be able to be bought over the counter / off the shelf from a local speed shop... Cams MUST be available at JEGS, Summit, Motorstate, etc.... EIRI. Cam card needs to be available to read if cam is being checked with the cam doctor.  
Built Engine firing order is 18436572. No 4/7 Swaps on firing order.  
No Custom or special grinds.
- 10.1 **Engine Location & Mounts..** Engine should be locate on center line of chassis + or – ½ tolerance After Market solid motor mounts may be used. Left front upper ball joint center must be located between the #1 and #3 cylinders on the left (drivers side head)
- 10:1 a **Engine block.** 2 or 4 bolt main GM blocks are approved for competition. **No aluminum engine blocks or heads on carbureted engines.**
- 10.2 **Engine Size.** Max CID, GM 350, Ford 351W, Chrysler 360
- 10.3 **Rebuilt Engines.** Engine may be rebuilt, Max. over bore .060.
- 10.3A **Pulling the head is the ONLY 100% for sure way to check bore size/cubic inch however in an effort to avoid that we will be using the Whistler & P&G gage. These tools will be used in tech to determine cubic inch displacement and if there is still a question or concern we will pull a head to check the bore size. If the track asks you to pull your head to check the bore size and your bore size is correct the track will reimburse you for 1 head gasket and a intake gasket set.**  
The P&G Gage will be used to measure cylinder volume. Any engine coming up over preset Whistler & P&G Gage measurements will be subject to further inspection / Teardown to determine why the engine is coming up over the limit... If you come up out of range of the race tracks specs... You will be given the opportunity to tear down your engine to prove it is correct. If you refuse to tear down the engine you will be DQD.
- 10.4 **Pistons.** Stock replacement 4 valve relief cast or forged pistons are the preferred piston. No dome pistons. **Flat Top 2 Valve relief pistons may be used with a 50lb weight penalty No short or narrow skirt Pistons. Full Skirt Pistons only.**
- 10.4a **Rods:** Rods in all built engines must match engine size (example: Must be 5.700 inch rods on 350 Chevrolet) Must use Stock 5.7" Rods, Scat or Eagle I beam type 5.7" Rods are approved for competition. **No grinding/ drilling or removing metal from the rods or rotating assembly to lighten. Full floating or press fit rods are both legal.**
- 10.4b **Cranks:** 3.48" stroke cranks ONLY. Stock GM Crank. No cutting, grinding or machining of ANY crank.
- 10.4c **Scat or Eagle** Cast Cranks are approved for competition. Minimum crank weight is 49 pounds with timing gear. No excessive removal of material to balance. NO cutting of counterweights and added heavy metal. No Heavy metal can be added to the crank.
- 10.4d **Oil Pan Economy kickout oil pans will be allowed for durability...**
- 10.5 **Valve Springs on all 350 built engines. May be Stock, Z-28 or Comp Spring #981-16 with a maximum of 105 pounds seat pressure on built engines.**
- 10.6 **Cylinder Heads.** Cylinder heads must be stock cast type. Minimum chamber of 72cc. Stock valves, stock springs. High performance heads are not allowed. The following heads are NOT Allowed #041, #186, #291

#461, #461x, #462, #491, #492, #370. No aftermarket heads. No altering of head numbers. No three hundred hp heads of any kind.

GM #441, #487, #993 heads are good performing heads for a 350 Pure Stock engine  
No grinding, porting, polishing or acid dipping of heads. All Unapproved heads and components may be Confiscated.

- 10:6a **NO Vortec Heads “Steel or Aluminum” on Built Engines**
- 10.6b **NO Pro Flow type valves. No undercut valve stems.**
- 10.7 **Rocker Arm Studs.** Rocker arm studs may be pinned, Screw in studs are allowed.
- 10.8 omitted
- 10.9 **Vacuum Cam Option 2.**  
**“Built Engines” May have a maximum of .450 lift cam measured at the valve.** .003 manufacturers variance tolerance. Must be a hydraulic flat tappet camshaft. Must pull **NO LESS than 16” of vacuum at 1000 rpms** and car must have a working tach and will also be checked with a timing light with a **built in tachometer.**
- 10.9 A Must use factory firing order for all engines including 5.3 engines.  
Built Engine firing order is **18436572** .
- 10.9 B **Stock GM HEI Distributors** or Stock Street type Replacement type HEI distributors. Approved Distributors include Stock GM, MSD Pt #8362 Street Fire distributor or Mallory Pt#7548201. No externally / remote type mounted coils. Weights may be welded.
- 10.9 C **DIGITAL Soft Touch Rev limiters are the ONLY standalone rev limiters** that are approved for competition on built engines and **may be REQUIRED on any built engine race car after 3 feature wins.** RPM limits will be set by tech and cannot be changed.
- 10.10 All cars using the Cam option MUST have **VAC in 3” tall letters** on the top driver’s side of the windshield below the division sponsor decal.
- 10.11 Double roller timing chains are permitted. **No adjustable timing sets.**
- 10.12 **Valve Covers.** Any valve cover is permitted.
- 10.13 **Air Cleaner.** Must have air cleaner (with solid top). Minimum 14” OD. Maximum 16” OD. No flow through tops, no holes in the top or bottom of the air cleaner.  
**You** may use a cold air box with your air cleaner with a 2” x 20” maximum size hole at the back of the hood (for carbureted engines) where the windshield meets the hood to draw cool air.
- 10.14 **Intakes.** Stock cast iron intakes are approved for competition. No marine steel / factory stock. Absolutely no altering can be done on the intake. No grinding, porting, polishing. No acid dipping etc.  
Absolutely no altering or internal coatings of any type on this intake
- 1014 a **Aluminum Intakes:** Aluminum Edelbrock #2101 Intakes may be used on a trial basis as of 8/6/19 with a GM Spec stock Quadrajet carburetor. Absolutely no altering can be done on this intake. No grinding, porting, polishing, welding etc. No acid dipping etc. Runner cc’s cannot be altered and are subject to be checked against new intake specs. Absolutely no altering or internal coatings of any type on this intake.
- 10.15 **Engine/Carburetor/Fuel Injection.** Engine & carburetor or fuel injection must be stock for that model car. Quadra jet carburetors or 2 barrel Rochester carburetors on GM, Motor craft 2 or 4 barrel on Ford. Must be stock, No grinding or polishing permitted.  
No Aftermarket reproduction Quadrajets Aluminum or Cast Steel. Must be genuine GM & GM Specs..
- 10.15a **Gage Legal Holley carburetors... The Holley #4778 or Holley #4412 two barrel carburetors can be used as an alternative to the Quadrajet Carburetors but they must be gage legal carburetors that came on GM cars. NO Aftermarket Aluminum / Lightweight Quadrajet Carburetors.**  
Holley 4412 500 CFM carburetors can run with a **50 lb weight break.** (No Weight break for Crate Engines)  
Holley 2 barrel part# 7448-350 cfm carburetors can run with a **75 lb weight break** (No weight break for **Crate Engines**)
- 10.15b **Future plans for the 2025 Racing Season are to switch all built 350 Pure Stock engines to a Holley #4412 – 500 CFM Gage Legal Carburetor with a weight break.**
- 10.16 **Fuel.** Veteran Motorplex High Octane Fuel is permitted.  
No Oxygen enhancing fuel additives . NO E-85 Fuel. No Nitrous. No turbos.

- 10:17 **Exhaust.** Exhaust manifold must be factory stock type. Exhaust pipes must extend past the driver and exit out either side of the car. No headers of any type permitted. Exhaust exiting sides of car must not create an obvious cutting hazard.
- 10:17a **Maximum of 2.5" OD exhaust pipe.**
- 10:17b **No X, Y or H pipes.** Must be two individual exhaust and exhaust must bolt & unbolt to the stock unaltered manifold flange.
- 10:18 **Exhaust Manifolds.** Must remain as produced from the factory. No Ram Horn center dump Corvette type exhaust manifolds. No LT1 Manifolds. No factory steel tube type manifolds. CAST IRON ONLY
- 10:18a **Carb Adapter.** One Carburetor adaptor plate may be used but must be aluminum with a maximum height of one inch. (1")
- 10:19 **Engine Setback on a Chevrolet.** The left upper ball joint must be located between the #1 and #3 Spark Plug holes on the Left (drivers side) cylinder head.

**10:20 602 GM CRATE Engines will be allowed to compete in the Pure Stock Division.**

602 GM Crate Engines may be used in the Pure Stock Division but **MUST run a Holley 4412 500 cfm (Track approved box stock) / 2 barrel carburetor. (BOX STOCK Holley 4412 500 CFM Carburetor). Base Plate, Butterflies, Throttle Shafts etc. MUST be BOX STOCK and UNALTERED.**  
**If allowing the 602 proves to be a superior package to our current engine packages we will also require that this engine package use a track supplied restrictor plate under the spacer plate.**  
**This engine must follow all other rules such as using stock cast exhaust manifolds etc...**

10:21 **GM 602 Crate Engine must** meet GM Yellow Book printed guidelines, restrictions and measurements. EIRI Highland Rim Speedway will allow the following items to be done to a 602 crate engine rebuild.

10:22 Because of recent issues with New engines and blocks the 602 Chevy GM crate engine will be allowed up to a .030 overbore on a 602 Crate Engine for Pure Stocks however you MUST add 50 pounds and use a specific part number Piston and Specific Ring Package.

**BORING OF GM CRATE ENGINES TO BE ALLOWED IN ALL DIVISIONS Beginning 2023**

Because of cost and availability of good engine blocks... beginning in 2023 we will allow for ALL GM Crate Engines to be bored a Maximum of .030 overbore but you will have to add weight for the overbore. You cannot use any other weight deductions to do away with adding weight for the overbore. Adding the weight for the overbore is the LAST thing you do when figuring weight. If you are running the Minimum weight because of deductions you must add the overbore on top of the minimum weight NOT to achieve an absolute minimum weight for the Division. If you have a overbore engine you must declare it on the Windshield (with 602OB Sticker available form the track tech) and the additional weight must be added to the car.

Crate engines must run the correct thickness of head gaskets per GM Yellow book rebuild kits.  
 602 Approx .030 thick  
 604 Approx .052 thick

See Chart below for amount of weight to be added for the overbore..

.020 or .030 Maximum Overbore... Must add 20 lbs additional weight plus 1 pound per every .001 over stock bore

Example for a .020 over bore you would add 20 pounds plus 20 pounds for a .020 over bore 40 pounds total added  
 Example for a .030 over bore you would add 20 pounds plus 30 pounds for a .030 over bore 50 pounds total added  
 You must use a Specific Part number and manufactured PISTONS and RINGS if you chose to bore a GM Crate Engine Block.

**These are the ONLY Approved GM Crate Engine Piston/Ring manufacturers and part numbers for 602 & 604 Engines**  
**These part number Pistons and Rings are the ONLY pistons and rings approved for competition to bore a crate engine.**

**Sealed Power Pistons & Hastings Ring part numbers below are the only approved Pistons and Rings for Competition at Veterans Motorplex at The Rim if you decide to Bore a Crate Racing Engine.**

**Sealed Power Approved Replacement Pistons**

**.020 part numbers      602 Sealed Power Dish Piston      #H423DCP.020      Hastings Ring Package      139.020**

**5.3 FUEL INJECTED ENGINES (1999-2004 Gen 3 ONLY) All other year models must be approved before racing. Stock / Track Approved stock replacement components ONLY. The following rules apply to all 5.3 Fuel Injected engines.**

If you choose to race a 5.3 engine... For the integrity of the 5.3 engine program (and for further inspection of your heads) **YOU MUST BE WILLING to exchange your heads at any time** with the track for a set of 862 or 706 heads with a fresh valve job with a mill job. You will be allowed to keep your valves, valve springs & keepers from your heads providing they are legal. Heads will be inspected before they are exchanged for proper chamber cc and valve size, angle etc... Your heads must be declared legal before swapping  
Failure to exchange heads will result in automatic disqualification and possible **suspension**.

- 10:19 **5.3 Cast Iron Block Engines only. NO ALUMINUM BLOCKS. This is basically a stock engine with minor improvements for durability and performance**
- 10:19a **Heads:** Only small valve 862 or 706 heads permitted. Must use stock type valves or approved replacement valves. Stock type valve job ONLY. NO unshrouding of the valves. Minimum of 57cc combustion chamber. Allows for head clean up on rebuilds.
- 10:20 All internal rotating & external components must be stock OEM type parts with stock weight and configuration or aftermarket parts approved by Tech and VMP management.
- 10:21 Must use Stock Regular fuel injectors up to 31lb. No altering of Fuel injectors. (NO Flex Fuel / NO E-85 injectors) **All Injectors must be approved by tech.** No Altering or Decapping of Injectors. All Injectors subject to testing or exchange at any time.
- 10:22 We highly recommend Aluminum or Stainless Fuel Rails
- 10:22a Stock type Stainless fuel rails may be used.
- 10:23 F Body (or any type low clearance stock produced) Oil Pans and pickups may be used for added clearance. Economy aftermarket oil pans may be used but must be approved by tech. May use an oil pan insert with baffles and hinged doors to control oil slosh
- 10:23a High Volume aftermarket type Melling type oil pumps are OK.
- 10:23b 5.3 engines use tighter tolerances than standard racing engines and are meant to use 5w-30 or 10w-30 Oil. Thicker oils are not recommended
- 10:24 Inside edge of Frame may be notched for exhaust manifold clearance however if you will use Camaro (F-Body) exhaust manifolds you will not have to notch your frame on a caprice type chassis
- 10:25 Stock or Stock replacement coil packs **ONLY. NO MSD high voltage type coil packs.**
- 10:26 Stock Stroke Crank only 3.48
- 10:27 Zero deck height. (Piston must be flush or below block)
- 10:27a **Pistons: Stock Dish pistons or approved stock replacement dish pistons only with or without cross in top are considered stock.**
- 10:27b **Piston Rings:** Only stock or stock replacement type piston rings. **NO FILE FIT RINGS**  
**No Low Drag Rings 8mm**
- 10:28 ALL Internal components must be OEM STOCK or stock replacement type components for a 5.3 engine unless approved by tech. **Beehive type / Heavy duty Valve Springs are allowed for durability. Rev. Limiters in computer will continue to be set at a maximum of 6200 rpm**
- 10:29 Stock Roller Cam Shaft with stock grind installed to OEM specifications ONLY. Cams will be subject to being pulled and sent off to be checked.
- 10:29a Stock Firing order only.
- 10:30 No aftermarket or homemade intakes. Stock Plastic / Composite 1999 – 2004 Gen 3 Truck Intakes only anything different must be pre-approved by HRS. All intakes must come from the factory on 5.3 Truck engines... ports can be deburred. **No 5.7, 6.0, or 6.2 intakes. No Trailblazer SS intakes**
- 10:31 MUST run a maximum of 1- 4" air intake tube and filter.
- 10:32 Computer must be mounted on Right side of car we prefer no more than 6" below top of door. The computer must be easily accessible and removeable. This is for ease of tech.
- 10:33 May use stock wiring harness for computer or a custom designed wiring harness is available from VMP however the computer must be located in drivers compartment on Right Side door bars. NO more than one computer can be in any vehicle

- 10:34 ONLY **GM CPU's** allowed and they **MUST** be approved by VMP. You will be required to RACE with VMP owned Race Tuned Computers for all racing events. Computers with the 411 for the last three digits are good drive by cable computers to tune. Drive by wire computers cannot be used.
- 10:35 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.
- 10:35A VMP will supply all RACE Tuned Computers to race with for **NO Charge...** Race Computers may be required by tech to be installed before the race in the infield at the tech area. **A \$500 fine plus 4 race suspension for the driver, car and car owner that was caught with a computer that has been altered, opened or tried to be tampered with.**
- 10:36 Only VMP approved Stock Throttle Bodies allowed. (Maximum 78 mm.). No grinding or polishing allowed on inside of throttle body. Idle holes in butterfly throttle plate may be enlarged for idling purposes.
- 10:36a You may use up to 3/4" thick throttle body spacer / throttle rod assembly to keep from using a throttle cable. If required to run a restrictor plate you will be required to purchase a minimum of a 3/4" thick aluminum spacer will be required.
- 10:37 No drive by wire Throttle bodies.
- 10:38 All 5.3 engines recommended to have a steel skid plate under the oil pan if you are not using an oil pan shallower than the standard truck oil pan. We do not recommend the stock truck oil pan because of clearance issues. Summit offers an oil pan for 5.3 engines that sells for under \$200. This includes Camaro and Corvette oil pans. Oil Filter may be remotely mounted
- 10:39 May run any F-body or any LS engine stock cast exhaust manifolds to avoid notching the chassis for exhaust manifold clearance. **NO** Corvette center dump exhaust manifolds.
- 10:40 May run aftermarket reduction pulleys and harmonic balancer.
- 10:41 **STOCK** Steel Flywheel / Starter rings **ONLY**. No cutting or reducing the weight of the flywheels. No Aluminum Flywheels
- 10:42 Aftermarket Power Steering Pumps and Alternators are allowed.
- 10:43 Must Use 5.3 cranks with 24 tooth Reluctor Wheels **ONLY**. Minimum 52 pound stock cranks with reluctor wheel installed. No lightening other than a small amount to balance
- 10:44 Offset Valve Spring retainers are allowed
- 10:44a Comp Cam Performance Valve Springs are allowed... Contact Jerry Criswell @ 615-430-3135 for Valve spring numbers that are allowed and seat pressures.
- 10:45 No Adjustable timing gears. No Advancing or Retarding the timing
- 10:46 **STOCK** Grind 1999-2004 Chevrolet / GMC 5.3 Truck Cam only. The stock cam specs @ .050 lift are: 190/191 duration, .466/.457 lift, 114 LSA, 112/116 Timing...All cams must be approved by track and must be installed straight up.
- 10:47 No mixing of cams and or computer boxes from division to division
- 10:48 Stock Intake Valve Maximum size of 1.89
- 10:49 Stock Exhaust Valve Maximum size of 1.55
- 10:50 For durability you may update the Rocker arm shafts (updated trunnions such as Comp Cams pt#13702-kit).
- 10:51 Cross member may be notched out a minimum amount to allow for oil pan clearance only... but must be approved by tech.
- 10:52 Crank may be balanced **ONLY**. No cutting lightening or knife edging of the crank.
- 10:53 Aftermarket Hi performance steel replacement bolts are allowed anywhere on the 5.3 engine.
- 10:54 **Only 93 Octane pump gas** may be used in a 5.3 engine. **Racing Fuel Not permitted when using a 5.3 Engine combination**

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 a built engine many times **MUCH LESS money**.

### **Section 11: Transmissions**

- 11.0 **Claim Rule on Transmission \$900.00.**
- 11.1 **Transmission.** Automatic Transmissions Mandatory. **No Metric or Power Glide Transmissions or Parts.**
- 11.2 **350 Turbo Transmission.** Stock 350 Turbo transmissions are approved for competition
- 11.3 **Torque Converter.** Stock 12 inch working torque converter required in all transmissions. (1/2" tolerance allowed on converter diameter). No direct drive / lock up transmissions.
- 11.3a **All Transmissions must have 3 working forward gears a plus a working reverse.**

- 11.4 Driveshafts No Aluminum or Composite Drive Shafts. **(Steel Minimum 3" diameter)**
- 11.5 No aluminum or composite yokes

### **Section 12: Rear Axle & Differential**

- 12.1 **Stock Rear End.** Rear end must be stock for that car. Changing gear ratio is allowed.
- 12.2 Only Stock Open type or welded, spool locked type center sections are allowed.  
NO aftermarket or Auburn type rear end units.
- 12.3 2.73 and 4.56 are the typical rear gears ran at Veterans Motorplex.
- 12.4 Maximum 4:56 (no larger number.... Example No 4.88 gears) Rear Gear ratio. This rule is for all engine packages
- 12.5 Heavy Duty or after market axles are approved for competition

### **Section 13: Wheels & Tires.. \$10 per tire to mount or dismount**

**Beginning in May ALL tires used must have been purchased during the 2024 Racing season to pass tech and you must have a receipt for the tires and it must also be on file with the track.**

**Absolutely No Altering of tires in ANY WAY. No soaking, cleaning with chemicals etc..**

**No capping, cutting, truing or cambering of tires**

- 13.0 **Take off tires. \$200 per set of 4 including tax & mounted.**  
Used American Racer 26.5" or 27.0" AR955 tires (9" slick) will be used on the left (drivers side)  
Used American Racer 27.0" ONLY AR970 treaded tires on the right side (passenger side).  
**ALL Tires must be purchased from the track... Tires cannot be bought from competitors or other divisions or other race Tracks etc. If a shortage of tires occurs we may swap to a different tire.**  
Tires, including Barcode numbers, labels, sidewalls, tread area etc. cannot be altered or modified and all numbers will be tracked throughout the year by the track. **ALL TIRES Must have barcode numbers on both sides of the tires. DO NOT PURCHASE TIRES unless they have complete barcodes on both sides of the tire.**
- 13.0a **ALL tires on your car must have readable bar code numbers and you must have receipt from the race track stating you bought them for the Pure Stock Division... If you come through tech with tires that the numbers cannot be read that tire will be confiscated.**
- 13.1 **ONLY 27.0" AR970 Treaded Tires can be used on the Right side (passenger side) of a Pure Stock car.**
- 13.2 **Wheel Size.** All four wheels must be the same size
- 13.3 **Wheels. ONLY STEEL Racing Wheels....** No aluminum or alloy wheels.
- 13.4 **Wheel Width. 7" or 8" wheels are allowed.** Maximum eight (8) inch steel wheel width.
- 13.5 **Aftermarket Wheels.** May run aftermarket 8" wide steel racing wheels.
- 13.5a **Wheel offsets.** You may run any offset wheels or spacers however the tread width cannot exceed 65" center to center. **Maximum Tread width... Measured face of the wheel to face of the opposite wheel in front or rear maximum is 73.25" including the toe on everything except a metric chassis. Metric Chassis Maximum is 71.25". This is measured wheel to wheel NOT tire to tire.**
- 13.6 All wheel studs may be replaced with larger racing studs.
- 13.7 **Oversized Lugs.** 1" OD Oversized steel lugs are recommended on all wheels and required on Right Front wheel. Required on all aftermarket racing wheels

### **Section 14: Mufflers**

- 14.0 No straight exhaust manifolds. Must have a exhaust pipe muffler system in place and the sound must be muffled to 99 dba or less @ 100 feet at speed.
- 14.1 **99 dba. at 100 feet will be enforced.** Your exhaust must be 99 dba or less to race.
- 14.2 Exhaust. All exhaust must exit behind the driver. Any exhaust exiting the sides of the car Must do so in a way to not cause an obvious cutting hazard.

### **Section 15: Protests & Appeals**

- 15.0 **Only Driver line may be protested after the race, Engine, Trans, Drive Shaft, Rear End.**
- 15.0a **If there is a shock or spring claim / purchase rule that also can be done after the race. If a racers shocks or springs are claimed once they are removed they will be checked by tech to see if they will pass tech and if they pass tech the money is exchanged for the shocks. If they do not pass tech the car the shocks came off of will be Disqualified from the event and the protesting driver will be given the option of keeping the shocks or getting their money back and giving the shocks back.**
- 15.1 **Limits.** May protest within 5 positions in front of finishing position. Protesting driver must have run three races prior to protesting. Only drive line items can be protested after an event. (Engine components, transmission, drive shaft, rear end etc.

- 15.1 a All post race mechanical protests and appeals may be performed on that night or postponed to Monday or Tuesday night with the vehicle in question being impounded in tear down garage or locked in a trailer on the front straightway or infield. Determination of a questionable part may take an extended time period.
- 15.2 **Time.** Must present completed protest form and protest money to tech official within 10 minutes of car being protested clearing scale pad. Once the driver is informed by an official of the protest the driver being protested then has 10 minutes to file and pay to counter protest.
- 15.3 **Top End Protest (\$300).** Carburetor, Intake, Cylinder Head, Camshaft & Piston Head Configuration.
- 15.4 **Complete Engine Teardown Protest (\$750).** Top End Protest plus rest of the engine including but not limited to the Bore, Stroke, Pistons, Rods & Crankshaft.
- 15.5 **Protest of Transmission (\$150).** Automatic Transmission: Gears, Torque Converter
- 15.6 **Carburetor or Throttle Body (\$100).** Protest Carburetor or Throttle body Only.
- 15.6a **Protest of 5.3 Computer (\$250)** Requires removing computer and carrying it to Computer programmer the following week by Competition Director and/or track owner.
- 15.7 **Traction Control (\$100).** Check for Traction Control
- 15.8 **Protest Rear End (\$100).** Check Rear End.
- 15.9 **Unapproved Parts.** Any driver disqualified and or car protested and disqualified for unapproved parts will lose all points and monies for that night. Competition Director may allow up to two weeks to correct minor infractions.
- 15.10 **Protest Fee Retention.** Track retains 30% of protest fee, no matter the outcome.
- 15.11 **All Cars under protest.** will be impounded until protest is completed. Protests are normally completed on the following Monday or Tuesday night.
- 15.12 The Competition Director (Lead Tech) has the authority to deem a rules infraction as a minor infraction and allow up to two weeks to correct the infraction during a racing inspection, tear down or protest.
- 15.13 The Competition Director (Lead Tech) has the authority to allow cars from other tracks To visit on a temporary basis to see if their rules package will align competitively with our rules to help build the field of cars.
- 15.14 **Appeals:** Once a ruling has been made, you must inform the Competition Director (Lead Tech man of your wish to appeal his decision and ask for an appeal form. Fill out the appeal form and give the \$100 appeal fee to the Race Director within ten (10) minutes of the rule you are disputing to have your appeal heard by the race director and track owner.
- 15.15 In an effort to continue the transparency and parity of the different engine packages Veterans Motorplex will be implementing mandatory impounding of a specific number of cars to be chassis dyno tested to identify actual Horsepower and Torque numbers between different engine combinations to determine future rules.

Veterans Motorplex will pay for chassis dyno testing costs for these tests and for the threaded bung that will need to be installed in the exhaust to properly monitor the engines performance on the chassis dyno. These results will be made known to each vehicle that is tested.

**15:16 Track Tear Downs.** At any point during the racing season any car may be brought to the tear down garage and entire car may be checked to any extent deemed necessary by Veteran Motorplex tech officials. This may include anything from removal and inspection of suspension components to using internal and external tech inspection equipment to a complete tear down of the engine, transmission and entire car. This may also include impounding of questionable parts for further examination from independent sources to keep the playing field level for our competitors

After completion of the inspection process if the engine is within the spirit of the rules and deemed legal for competition by Veterans Motorplex officials the car owner may receive \$50 to \$200 to be used towards the cost of gaskets to help in the reassembling of the engine (Top side gaskets will be a maximum of \$120 towards gaskets at managements discretion). **(Maximum gasket amount allowed for a complete tear down of a 5.3 engine will be \$120)**

A car owner and or team's spirit of cooperation, plus respect level and the professionalism exhibited during the inspection process will directly affect how much money is received for the gaskets if the engine is deemed legal.

We are all in this together and we should all strive to do what is best in order to lower the cost to race and to put on the best show possible each week for our fans and sponsors.

If a car owner / driver refuses to cooperate in any of the impound, inspection and dyno testing processes the car and driver will be immediately disqualified and all points and money for the evening will be lost as well as up to a 2 race suspension and a possible additional fines may be implemented. If the car owner or driver returns with the same car or with a different car and or driver after the suspension period to race that car will also be subject to a complete inspection before and after the race.

## **Section 16: Points**

16.0

**Points will run from 1<sup>st</sup> race to last race.. No races will be thrown out**

Only our Weekly Racing Series Champions (Divisions with 20 plus race dates) are eligible for Championship point money if money is available.

16.1 **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.

16.2 **All Races Count.** All races will count towards point total. **No dropping of bad races.**

16.3 **Points.** You must take the green flag in the race to get points.

16.3a Exception to 16.3 rule. If a car is damaged in a preliminary event or not able to compete in the feature event for that division they will receive last place points but no pay.

16.4 Any **discrepancy** in posted points must be presented in writing to scoring and HRS track owners within 7 days of the event in question.

**Heat Races.. All Cars line up in REVERSE POINTS ORDER for weekly heat races...**

**To STOP an experienced driver that starts racing after the season has begun and winning all the qualifying races.... They may be required to start behind the points leader in the heat race after they have won a heat race.**

**HEAT RACES: To STOP an experienced driver that starts racing after the season has begun from 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 heat races until they have won 1 heat race. After that they may be required to start behind the points leader in all Heat Races **until the driver has raced 6 races in a row with us. After that then they can start lining up by their points for heat races****

**PREVIOUS FEATURE RACE WINNER:** If the Previous Feature Race winner qualifies well enough to be in the inversion (roll of the dice) they will start one position behind the inversion number for the feature event. If they were not in the inversion they will start where they qualified. Dice will have from 2- 6 with 2 #6's.

### **MULTIPLE FEATURE WINNERS**

After 3 Feature Wins the winning car may be required to go to the tear down garage for further inspection and tear down at any time after 3 wins if necessary. After 3 wins weight may be added, or adjusted, A restrictor plate may be required and or you may be required to start farther back in the field for the feature event. If the car / driver continues to dominate further adjustments may be made. A rev limiter may also be required after 3 wins to limit RPM's. A car can be required to go to the barn for a tear down after one race and zero wins if it is obvious that the car is far superior to the other cars even if you drop out of the event.

### **QUALIFYING RACE POINTS SYSTEM**

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

### **FEATURE POINTS SYSTEM**

Points System will award 75 points to the official Winner of any feature event with a 1 point drop for all positions after that.

1st	75	7 <sup>th</sup>	69
2nd	74	8 <sup>th</sup>	68
3rd	73	9 <sup>th</sup>	67
4th	72	10 <sup>th</sup>	66
5th	71	11 <sup>th</sup>	65
6th	70	12 <sup>th</sup>	64

Continues to drop 1 point through the field

**Points will run from 1<sup>st</sup> race to last race. All Races Count.**

We will honor our Champion and the **TOP TEN** in Championship points at our Championship Points night by RSVP only. All drivers, family and fans are all encouraged to attend the Championship banquet as several awards will be given in each division.

**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 however **we now have a Tap Out Rule** 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.

**Team Racing & Intentional spinning or wrecking of cars**

Team racing / blocking will not be tolerated. Race the cars on your own merit. If the Race Director deems that a car was intentionally spun by another competitor, the Race Director has the option to put the car that was taken out and put them back in the position they were in when they were spun.

Bullying a driver will not be tolerated. If it is obvious that a race team has several "friends" on the track trying to help take out or slow down a specific car for ANY REASON you can be immediately disqualified from the event and parked, suspended, fined and or all three.

**\*\*\* Be sure to read the General Rules and Flag Rules as they pertain to every division\*\*\***