

## GENERAL RULES **body drawings coming shortly for Mods and PLM divisions.**

1. No Intoxicating beverages or controlled substances are to be consumed before or during events by ANYONE entering the pit area. Immediate suspension will result!
2. Speedway reserves the right to reject or allow the entry of any driver or car.
3. Only members with a valid Dixie Motor Speedway license may compete in events at Dixie with the exception of selected special events.
4. All pit entrants shall be attired in acceptable attire. Shirt and shoes are required at all times. Shorts are not recommended.
5. All minors must have current minor releases filled out by parent or legal guardian (every year) to enter pit area. (NO EXCEPTIONS)
6. There will be no dumping of petroleum products on speedway grounds. Containers are provided for proper disposal. Any party found dumping said products will be subject to fines, suspension or prosecution.
7. Drivers and crews are responsible to remove used tires, batteries, damaged parts, body panels etc. These items will not be disposed of at speedway.

### **DRIVER & CREW-**

1. UNSPORTSMANLIKE CONDUCT, VERBAL OR PHYSICAL ABUSE DIRECTED TOWARD TRACK OFFICIALS, FANS OR COMPETITORS WILL RESULT IN IMMEDIATE SUSPENSION AND LOSS OF RACING PRIVILEGES INDEFINITELY. NO TOLERANCE.
2. Any driver or crewmember suspected of being under the influence of intoxicating substances will be suspended and removed from the premises. Immediate suspension will result! The DRIVER is responsible for his entire crew.
3. In the interest of safety, pit crews and pit entrants are not allowed on the racing surface without authorization. This will result in immediate disqualification and/or suspension.
4. Any vehicle whose speed has become a safety hazard will be black-flagged.
5. No driver shall stop or exit their car to settle a grievance with officials or other drivers. Immediate suspension will result. Other than at the direction of track personnel, drivers may not exit car for any reason or they will be disqualified from event.
6. You must attempt to start & complete preliminary events to retain regular feature starting position. In case of mechanical problems, you must consult Pit Steward.
7. Driver Changes- Once an event has begun, no driver changes allowed. All driver changes must be reported to the Pit Steward prior to the start of event. If a car starts a race with a driver other than the person that qualified it, it must start at the rear of the field. Proper registration forms must be filled out prior to racing, otherwise, car will not be scored and driver will not be paid.
8. Anybody found using mercury, tire soaking agents or other toxic materials will be barred from speedway for life.
9. Cars will not enter or re-enter track at any time unless directed by track officials.
10. **FIGHTING WILL NOT BE TOLERATED ON SPEEDWAY PROPERTY.** If you or your crew leave your pit area to settle a grievance either PHYSICALLY or VERBALLY, IMMEDIATE SUSPENSION WILL RESULT. NO TOLERANCE. Drivers are responsible for their crews. If crewmember is involved, both driver and crewmember will be suspended.
11. Due to insurance regulations, ATV's, Golf Carts or other similar vehicles, Pets, Weapons, Alcoholic and Illegal Substances are not allowed in pit.

### **POINTS AND WINNINGS**

1. Points go to the driver.
2. Owner & driver must be registered and display Dixie Racing License in order to claim winnings and receive points.
3. Unless prior arrangements have been made, winnings will be paid to Driver only.
4. Winnings may be collected at payoff window after 1st feature has been run or as soon afterwards as possible.
5. Winnings may be collected for up to three weeks after event date at driver pay window or Monday – Thursday at track office. Unclaimed winnings will be put in drivers point fund.
6. Purses are posted at pay window and website.
7. Abuse directed toward payoff clerk will result in window being closed until following week.
8. Most top finishes will determine a point tiebreaker at the end of the season.
9. Drivers must compete in at least 80% of scheduled events to be eligible for driver point fund and must attend Dixie awards banquet to receive point money and awards. REGISTRATION-LICENSE – Drivers competing at D.M.S. must be at least 16 years of age and carry a valid driver's license, except for Bombers where the age minimum is 14 years old. Additionally, only drivers with valid Registration and Dixie Racing License may compete in events at D.M.S. Only drivers in good standing may receive license. License may be revoked for cause. Speedway headquarters will assign car #'s. **Annual fee for car owner/driver** for Super Late Models- \$250 (or \$75 per/race), Pro Late Model & Modified driver/owner- \$50, Sportsman driver/owner- \$40, Factory Stock driver/owner- \$40, Figure-8 driver/owner- \$40, Bomber driver/owner- \$30 ea. School Bus Figure-8 refundable registration is \$100. Drivers are limited to one car per class. Racing License will be held at track office until opening day for pre-registered drivers. License will not be mailed.

#### **1. Replacement card/licenses - \$5**

**2. Car No./Cement Slab reservations** - You may reserve your car number and slab from last year if your registration fee and slab fee is paid in full and postmarked by Jan. 31. After that, first come, first served.

**3. Registration**– In order to reserve your car number, you are encouraged to pre-register.

### **RACE PROCEDURES**

Drivers will be called for their race two times only. If driver fails to timely line up for preliminary events, they will not be allowed to compete in said event. Driver will be determined to be late if next event is lining up in staging area. If driver does not timely line up for feature event, they will start at the rear of the field. If driver fails to go to tech area as directed, they will not compete and will be disqualified. INVERSION will be determined

by spin of the wheel or roll of the dice by fast qualifier. Except for select events, last week's feature winner will start at the rear of the invert.

**CAUTION FLAG-** After the caution is displayed, cars will not race back to finish line. Lineup will be determined by car positions on last completed lap. Aggressive or careless driving during caution will result in disqualification. UNLESS OTHERWISE DIRECTED and EVEN IF ONE LAP HAS NOT BEEN COMPLETED, CARS INVOLVED IN A MISHAP MAY RESTART AT REAR OF FIELD. Drivers protesting their restart position will be disqualified. RED FLAG-STOP WHERE YOU ARE ON THE RACETRACK, IMMEDIATELY.

Once cars have entered track for an event, no driver changes will be allowed, Period.

Any driver knowingly competing with a potentially dangerous medical condition, without notifying speedway before competing, in writing, will be immediately suspended and will be held legally responsible for his/her negligence.

**PRACTICE** (this is a privilege, not a right) Drivers are welcome at mid-week practices, speedway schedule permitting. There is a nominal charge for practice. Practice begins at 2pm. Engines will be shut off no later than 7:30 p.m.

**CLAIMS/PROTESTS** All claimers/protestors WILL pass a post-race inspection before their claim is implemented. If claimer/protestor does not pass inspection, claim is void and claimer/protestor is disqualified. Be sure you are legal before worrying about your competitors.

**TECH-**All entries are subject to any inspection at any time. D.M.S. officials shall rule on any discrepancies, changes in rules, etc., or anything not covered by the rules. Track decisions are final. Any driver protesting an official DMS ruling must do so in writing before payoff begins for that division, otherwise, decisions are final. Protest forms are available at pit window & pit board. Drivers failing tech will pass tech before next competition. 2nd offense will result in one week off, 3rd offense; 2 weeks off, etc.

\*Crate Engine Rules

**Crate motors may be purchased at any GM, Ford or Dodge dealer. All motors come sealed from and by the factory. No tampering with engine seals will be tolerated. Water pumps, distributor, pulleys and balancer may be changed to meet the drivers' needs. All repairs or rebuilds must be done by a track-designated facility. Repairs performed by owner are only those that can be performed without breaking the factory seals. Parts must be replaced with OEM parts or the motor will be deemed illegal. The track reserves the right to tech/inspect any and all engine components. All engine components and specifications must meet original crate motor specs. The track also reserves the right at owners expense to demand proof of horsepower at a chassis dyno of Dixie Motor Speedways choosing. Originating rule packages have changed from the original intent of the program. Manufacturer intent on coming up with superior design advantage over their competition has flawed the crate motor program parity of the original intent. Crate future rules packages and implementation by travelling series are bandaids at best and DMS is concerned about the crate motor programs of the future. Unless DMS/OWS officials feel assured of the future of the fairness of crate rules parity- we will reserve the right to penalize individual cars depending on rebuild sheet /crate registration horsepower ratings. The LS Models of the future will not be allowed in our Pro Late Model Series. A tampered seal package and non stock crate will result in that driver being banned from competition at DMS , OWS from future events. The penalty will be severe so bear in mind the consequences.**

**SPINNER-SPINNEE-** Unless an incident is determined to be intentional, blatant and/or completely obvious, all parties involved in the incident will restart at the rear of the field. If it is determined that a driver spins to avoid an incident, that driver will restart in the previously held position. Gentleman's rule- If an involved driver stops at start/finish line of their own accord and admits responsibility for an incident, the other party will restart in their previously scored position. This will be a non verbal signal to the flagman by tapping your roof with your hand so the flagman may see. **DMS and OWS will protect the leader in decision making about this call (however if it is determined that the leader was blocking, chopping this protection will be removed.)**

**RESTARTS-** Features will restart DOUBLE-FILE in all divisions except Fig-8 and SLM. With 5 laps or less remaining, restarts will be single file for all divisions except Super Late Models.

**RAINOUT POLICY -** No double feature events will be attempted due to time restrictions placed on the facility. If night was past 5 events - it is considered a rainout. If less wristbands will be honored. If feature events were not run 1/2 start money will be issued. If event was less than 1/2 completed start money for that event competitors will be issued. If over 1/2 way race will be official and full payout given to that event participants. The remainder of features will receive 1/2 start money for their uncompleted event for the evening. If 1/2 start is issued for event that participant pit band is now void.

**SAFETY-** All vehicles subject to safety inspection at any time.

**Fire Extinguishers-**All vehicles must have a securely mounted A, B, C type extinguisher within easy reach of the driver & in good working order, 5 lb. min. Firebottle-type system recommended.

**Fire Suits -** All drivers must wear approved SFI fire-rated racing suit, footwear and gloves, in good condition. Double layer or better recommended. Nomex underwear recommended.

**Helmets –** Mandatory. Full-face helmet recommended. Safety glasses, goggles or face shield mandatory. All drivers must wear an approved full-style helmet, with 2000 Snell S or SA rating or better. No M-rated helmets allowed.

**NECK BRACE MANDATORY-ALL DIVISIONS,** unless using Head & Neck restraint device. HEAD & NECK RESTRAINT DEVICE IS HIGHLY RECOMMENDED, especially on half-mile.

Seat, Seat Belts and Shoulder Harness: Five-point type harness mandatory including anti-submarine strap. Belts must be a min. of 3ll wide and date-coded within the last three years, mounted according to manufacturer standards, subject to track approval. Aluminum seats mandatory. No fiberglass!

**Window Net -** Approved driver's side window net with quick-release mechanism attached to roll cage is mandatory. Driver must be able to enter or exit both doors through window openings.

**MEDICAL-**Drivers with potentially unsafe medical conditions or drivers under the care of a physician for any condition that may cause a potentially unsafe racing situation must provide speedway with a signed Physician release stating that driver is fit to compete in stock car racing activities.

## **2009 Bombers & Fig-8**

This class is intended to be an affordable, entry-level division, with the emphasis on fun.

Rule # 1- If this rulebook does not say you can do it, DON'T DO IT!! NO EXCEPTIONS!! If you come to complain to officials about a competitors car bring your car with you for complete inspection first - then your issue will be addressed. No whining allowed.

2. Any American made automobile with a wheelbase of 112" or more will be allowed to compete. 4-door models and station wagons are encouraged.

3. Car must remain in its original form as manufactured. No alterations of any kind, except for those specifically allowed in this rulebook. Removal of any sheetmetal, frame or frame components is specifically not allowed. All parts must be used as intended by manufacturer. Engine only may be swapped, make-to-make, provided it was comparable to original engine.
4. A 4-point roll cage of .095 min. wall tubing is required and must remain within the interior portion of the car, anchored securely to frame. Bracing may pass through front firewall to rear of upper control arm. No bar may pass through rear firewall. One straight brace (not to exceed 1-3/4" dia.) is allowed to connect left and right front frame horns only. A 1/8" x 18" x 36" steel floorplate is highly recommended under driver. 1/8" x 24" x 24" drivers side steel doorplate is required. A 12" x 18" kick plate to protect driver's legs is recommended.
5. Both bumpers must be chained to frame for safety. Wrecker hooks of adequate size must be installed in bumpers. Bumpers must be rounded on end. Gap between end of bumper and body must be plated over to eliminate cars from hooking together.
6. All Inner panels must remain intact except driver's side for door bar installation. Doors must be welded shut. Severely rusted panels must be replaced. Stock panels only, no homemade sheet metal panels. Front inner fender wells must be removed for fire safety. Body will be free of all sharp edges and corners.
7. Hood and trunk must be accessible for safety personnel without using a tool of any kind. Operational hood & trunk hinges with springs must be used. Hoods must be pinned in front and open without use of tools.
8. All glass must be removed except for windshield which may be replaced by 1/8" lexan only. No plexiglass allowed.
9. All interior must be removed. Dash covers, seats, headliners, etc. Exterior lights and moldings must be removed.
10. Safety Rules- See —Safetyll on page 3 of this rulebook.
11. Battery may be relocated to trunk, Secured with (2) 1" metal straps min.
12. Racing fuel cell recommended. Fuel tank must be secured by (two) 1" metal straps. Fuel tank may not extend below frame. No boat or plastic tanks allowed. Fuel cell / fuel tank location and mounting subject to track approval. Fuel lines may not be mounted lower than frame rails and may not pass through driver compartment.
13. Tires- Street radials only. No racing tires allowed. No 50-series tires allowed. No soaking.
14. Rims Any 7" max width, all same offset of no more width than typical 3". All same type wheel - all same size.
15. Engines Must meet OEM specs. .030 overbore, ok. No aftermarket or performance enhancing components allowed including screw-in rocker studs, guide plates etc. Stock-type straight shank screw-in studs, ok. No roller components of any kind. Maximum valve lift: GM engines- .410. Max compression-9.5:1. No porting, polishing or gasket matching allowed. No stroker engines. Carbs must be unaltered and stock for year, make and model. 400 CID engines are not allowed. Mandatory 2010 and beyond. 1 inch inspection bung to be welded in oil pan to compete. Will be supplied at Registration by track - during race season NEW cars will be allowed one week after competition to install bung or prior to returning to next racing event. This will become a mandatory inspection device to be used at any point. If you are unable to perform welding - we have volunteers to help you get it done on a clean oil pan. This rule is designed to minimize your cost of competition. This is a method for checking for pendulum cut cranks, h beam rods, windage trays and other non stock components.
16. Absolutely no machining or altering of engine components allowed.
17. No port fuel injected engines allowed. Throttle body fuel injection, ok.
18. Heads —Camel Backs of any casting. 041's of any variation or any other camel back style chamber runner not allowed, Vortec or aluminum heads not allowed. Any engine component considered to be "high performance", even if it is stock, is not allowed. If you are unsure, contact head tech before you do it or buy it.
19. Aftermarket pulleys are not allowed.
20. Transmissions Stock automatic only. No powerglides, 2-speeds or direct drives. OEM stock converter only. Must have working reverse gear. Transmission cooler allowed in engine compartment only. Transmission dip stick tube and top of transmission must vent into a single overflow can mounted to front of firewall.
21. Radiator Must have 1 gallon over-flow catch-can (or) mount overflow tube at center of windshield in clear view of officials. Aluminum radiator allowed.
22. No aftermarket air cleaners, air filters or dress-up items allowed. Air filters may not exceed 4" in height. Valve covers may be changed to allow for breather-type valve cover. Air cleaner top may not be used upside down.
23. Exhaust- Single exhaust only with stock-type crossover. Sealed 24" x 2" OD pipe before or after muffler. Cast iron manifold only. No center-dumps. Crimped, stock-type muffler only. Exhaust system must not leak i.e. donut gaskets etc.
24. Rearends may be either open or locked (welded). Steel spool is allowed.
25. Stock OEM springs only. No racing springs allowed. No spring blocks, spacers, shims, rubbers, cups or similar devices allowed. Front and rear springs must be equal, side-to-side.
26. Suspension- No altering of suspension components of any kind. OEM replacement parts only.
27. Wheelbase must be identical, left and right.
28. No aftermarket steering components of any kind except removable steering wheel.
29. Weight rule: 3550 lbs minimum. 52% max left side weight. 55% min front weight. Cars with 318 CID engines and under- 3450 lbs. Added weight must be mounted above frame rails with (2) 1/2" bolts min, painted white with car number in contrasting color. IN THE INTEREST OF COMPETITION, ADDITIONAL WEIGHT ADJUSTMENTS OR OTHER MEASURES MAY BE IMPLEMENTED.
30. Frame: No frame alterations of any kind except to reinforce rollcage attachment points with plate or box tubing. ( This will be closely monitored) Frame Height - 5" minimum, measured at engine cross member.
31. Trailer hitches and similar add-ons must be removed.
32. ADDITIONAL REQUIREMENT FOR FIG- 8's - STRICTLY ENFORCED: Minimum 3 right- side door bars and 1/8" steel right side door plate, 24" x 24" min.
33. If questions remain regarding these rules, contact tech official or SEE RULE NUMBER 1.

## 2009 Street Stocks

Standard size American made sedans or coupes (2 or 4 door type). Engines, Frames and Bodies MUST match make-to-make i.e. Ford-to-Ford, Chev-to-Chev. —Stockll means unaltered and as originally produced. O.E.M. equipment only unless otherwise noted, subject to track approval. You MUST declare the year, make and model of your body and chassis to tech officials so that your car may be inspected properly for wheel base and other factors.

### Bodies

1. Steel, aluminum or fiberglass. Bodies must be stock appearing and complete, including bumpers. Cars MUST remain stock in appearance. No "OUTLAW" BODIES. No "DOWN-FORCE" TEMPLATE BODIES. Fenders may be cut for tire clearance but not to exceed 3".
2. No loose sheet metal or sharp edges that may harm another car or safety crew member. Cars must appear professional and maintained or they will not be allowed to run...period.
3. Grill may be replaced with wire screen.
4. Doors must be welded shut.
5. There must be a firewall between driver and the trunk and engine area using 20 gauge steel sheeting.
6. Hoods MUST be stock appearing.
7. No holes in hood unless completely covered with a hood scoop or sheet metal. No forward opening hood scoops.
8. After market STOCK-APPEARING nose pieces may be used. Body styles between same mfg. are allowed i.e. Monte Carlo nose on Caprice etc. NO OUTLAW-TYPE NOSES OR TAIL PIECES ALLOWED...PERIOD. No air reliefs i.e. holes, vents, louvers in tail panel.

Bumpers- Bumpers shall not extend beyond grill. No sharp corners. Rounded corners only- if it can cut a tire, it can't compete. Reinforced bumpers allowed. MUST have two tether chains bolted to the frame. Wrecker loops (chain) are required front and rear. Bumper must be 18" min. from ground to center, at least 3" tall.

Brakes-Four wheel hydraulic brakes mandatory, in good working order. Stock-type single-piston disc brakes allowed. Cast iron calipers only. No aftermarket pedals or master cylinders.

### Carburetor, Intake and Heads

1. —Box Stockll 500 cfm Holly 2 bbl. Part # 4412 only with a 1 11/16ll max. base. NO REWORKED HOLLY CARBS ALLOWED I.E. DORTON, BRASWELL, BLAKE ETC. No altering except choke horn may be removed. \$200 claimer\* See Protest & Claim Rules
2. Holly 4150 HP 650 cfm part # 80541-1 required for GM crate motor part number 88958602. No alterations allowed.
3. Stock cast iron or Edelbrock aluminum performer intake part # 2101, 2116 or 2181 only. No marine or mercruiser intakes. No cutting, porting polishing or welding allowed. 1ll maximum adapter allowed.
4. Cast iron STRAIGHT plug heads only. No altering, porting or polishing of any kind allowed.
5. Air box allowed. Any filter allowed.

### Drive Shaft

1. Steel driveshaft only.
2. A metal strap is to be located in the forward 1/3 of the driveshaft to prevent it from dropping to the track.
3. Driveshaft must be painted white.

### Electrical and Ignition

1. One battery only. Must not be located in driver's compartment. Must be securely mounted to structural member and be securely cross-strapped. Battery disconnect switch behind driver seat is mandatory, within easy reach of safety crews.
2. Stock 12-volt Ignition system only.
3. Aftermarket coils, attached to the distributor, are allowed. No Mag's allowed. No ignition boxes allowed. No circuit boards allowed No 4 pin module allowed.

### Engine

Factory stock-type engine and components only, except where otherwise specified. 360 CID Max. 10.5 : 1 Compression Max. 400 blocks allowed.

1. No hydraulic roller or solid roller assemblies allowed.
2. Roller rockers and stud girdles are allowed.
3. GM factory-sealed crate engine package, part #88958602, allowed. Immediate disqualification if factory seals are broken or altered. See Crate Engine Rules, pg 6.
4. No shaft-type rockers allowed on GM or Ford products.
5. Solid lifters OK. Must use stock bore size for make of engine.
6. Forward-most spark plug may be rearward of upper ball joint centerline, maximum 1".
7. Solid Engine Mounts, ok.

\*Engine Protest and Claim Rules: See Sportsman Engine Protest and Claim Rules

Carb/Header/Shock Claim: For the amount of \$200.00 for carb, \$100.00 for headers, and \$50 per shock – any driver finishing 6th-12th may claim drivers finishing 1st-5th. Claimer must have competed in 2 previous feature events, must be on the lead lap and make claim with Pit Steward within 5 minutes after feature event. If claimed refuses to sell, winnings and points are forfeited for the night.

Lights All exterior lights and moldings must be removed.

Mirrors Mirrors and communication devices are not allowed.

#### Radiator

1. One radiator only is permitted.
2. Must be stock-type, in stock location. Aluminum radiator OK.
3. Body may not be altered to accommodate radiator.
4. Must have a 1 gallon catch can for overflow (or) mount overflow tube at right base of windshield, in clear view of officials.
5. Radiator protection OK. Must be behind grill.
6. NO ANTIFREEZE allowed. Minimum 2 week suspension if caught.
7. 3" x 24" air dam is permitted. Duct work recommended.

#### Rear Ends

1. Must be stock, no floaters or quick changes allowed.
2. Ford 9" is allowed. Must be all cast iron.
3. Posi-traction, locked or welded, OK.

#### Roll Cage

1. 4 point roll cage is mandatory. 1 3/4" — OD min, .095" wall min.
2. Minimum of 3 doors bars required.
3. 1/8" steel doorplate, 24"x 24" min on driver's side and 12"x 18" kick plate to protect driver's legs mandatory.
4. Front and rear hoop suggested.
5. Roll bars must be padded around driver's area.
6. 1/8" — 18" x 36" steel floor plate under driver is highly recommended.

#### Suspensions

1. Front and rear suspensions must remain stock O.E.M.
2. Screw Jacks allowed. Front shocks may be relocated.
3. Howe center link allowed.
4. Stock Forged or Cast Iron spindles only. No tubular or hollow spindles. No "Investment Castings".
5. One steel, stock-type shock per wheel.
6. Shock claim- \$50 per unit.
7. No rack and pinion steering allowed.

#### Exhaust

1. Mufflers are Mandatory. 97 decibels Max. No Tolerance. Dual exhaust is permitted. Must exit beneath car behind driver.
2. Cast iron exhaust manifolds or conventional down-turn header only. Single diameter, 1 5/8" tube max. \$100 header claim.\*
3. Exhaust must exit behind the driver and remain within and underneath body and be directed downward toward track. No part of the exhaust system may pass through the driver's compartment.
4. 2 1/2" — OD max. on all exhaust tubing. It is also acceptable to have 12" min length x 2 1/2" max OD tubing at each end of muffler.
5. No late model-type mufflers allowed.

#### Frames

1. Stock frames only. Added reinforcement allowed. 4" ride height min. - measured at frame rail, with driver in car.
2. Wheelbase must match frame as originally manufactured.
3. Notching frame for fuel pump is OK.
4. Custom or aftermarket motor mounts are OK.
5. Screw Jacks allowed.
6. Stock upper and lower A-frame only. Upper A-frame only may be relocated.
7. Rear suspension must be completely stock & must be in stock location +/- 1" and may not adjustable. No slider boxes!
8. Trailing arms MUST be stock length for year, make and model.
9. Fabricated tail sections will carry a 100 lb weight penalty min., to be determined by track officials. Track officials must approve any frame alteration not listed above.

#### Fuel System

1. Fuel cells are mandatory
2. Cell must be located in the trunk secured by 2 straps side-to-side and at least 1 front to rear.
3. The fuel cell may be no lower than the frame rails. 8" ground clearance, minimum.
4. No electric fuel pump or pressurized tanks allowed.

5. No filler tubes allowed.
6. Fuel lines may not pass through drivers' compartment.

#### Glass

1. All glass must be removed.
2. Windshield must be replaced with Lexan, 1/8" or thicker.
3. Rear window optional. If used, must be stock appearing, in stock position and 1/8" min lexan.
4. No boxing-in of side windows.

#### Tires and Wheels

1. Hoosier 970. No Tire Soaking. If caught, min. of 2 race suspension. NO ALTERING TREAD FACE OR TIRE IN ANYWAY.
2. Steel wheels only, 8ll wide max. ½" min wheel studs mandatory.
3. Tread width- 80" maximum. Measured at spindle height, sidewall-to-sidewall.

#### Transmissions

1. Automatic transmission may not be externally modified in any way. Must have 10" min converter and working reverse gear.
2. Dip stick tube and top of transmission must vent into a single overflow can mounted to front of firewall
3. Stock, steel manual transmission allowed with stock 10.5" min. clutch assembly only (must add 25 lbs.) Stock flywheel and full steel scattershield mandatory. Aftermarket transmissions not allowed. Aluminum transmissions not allowed.
4. Transmission coolers allowed in engine compartment only.

#### Weight and Wheelbase Rules

1. Wheelbase- 108" minimum.
2. Cars with wheelbase of 116" or more shall weigh 3200 lbs min. with driver AFTER RACE.
3. Cars with wheelbase of 112" to 115" shall weigh 3250 lbs. min. with driver AFTER RACE.
4. Cars with wheelbase of 111" or less shall weigh 3300 lbs. min. with driver AFTER RACE.
5. 55% left side weight with the driver in car. Firebird and Camaro-54%.
6. 50% maximum rear weight with driver AFTER RACE.
7. Lead only may be used for ballast. All weight must be painted white with car number painted in contrasting color. Any weight found not painted white, with car number, will be disqualified. Weights will be anchored with (2) ½ll dia. bolts minimum.
8. Cars with manual transmission, add 25 lbs.

#### **\*ENGINE TEARDOWN & CLAIM RULES: Factory Stock & Sportsman**

1. **To be eligible to protest, driver must be registered and have competed in the previous 2 feature events of current season. The entire amount of \$200.00 cash (U.S. funds) shall be paid to Pit Steward within 5 minutes of completion of feature race.**
2. **There will be a \$100.00 backout fee if protesting driver backs out. If driver of protested engine refuses teardown, he will lose points for the year and winnings for the night, and will be suspended for 2 calendar events. If protested driver fails inspection, protest fee will be refunded to protestor. If protested driver passes inspection, said driver will receive protest fee. Only registered drivers may protest an engine and only drivers may refuse or agree to protest.**
3. **Any registered driver, whose car is running 6th thru 12th, on the lead lap and running, is eligible to protest 1st thru 5th.**
4. **Protestee has the right to tear down protestor's engine in lieu of tear down fee.**
5. **Tear down will take place in Tech area and is limited to Cubic Inch, Compression and Valve Train inspection and will be supervised by track officials. Driver and one crew member only allowed.**
6. **Any driver found to be protesting an engine for anyone other than himself will lose all points for the season. Driver will be suspended for 4 calendar events (or) until \$250.00 fine is paid to speedway.**
7. **Limit 1 claim/protest per year.**

HEADER/SHOCK CLAIM: For the amount of \$100 for headers, \$50 per shock- any driver finishing 6th-12th may claim drivers finishing 1st-5th. Claimer must have competed in 2 previous feature events, must be on the lead lap and make claim with Pit Steward within 5 minutes after feature event. If claimee refuses to sell, winnings & points are forfeited for the night.

FRAMES: 4" min ground clearance- measured at frame rails. Complete front and rear sub frames only may be interchanged from manufacturers but must remain stock. Must use OEM frame and components from nose to centerline of rear-end. Tube rear sub allowed from centerline of rear end to bumper-must be 2" x 3" min. tubing.

### **2010 Pro Stock/Sportsman Rules**

This class is a modification step above the street stock class. Its intent is to remain an economy style class with a little more creative freedom in building your own car instead of purchasing a manufactured chassis. It will remain a class for full frame/unitized body cars. Any item of questionable nature should not be assumed legal, said items should be approved by OWS/DMS officials prior to event. The race director/head tech shall be empowered to permit minor deviation, impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of an OWS/DMS officials. Their decision is FINAL. DEFINITION: The word "Stock" will mean unaltered and as

originally produced. OEM equipment only unless otherwise noted. Subject to track approval.

#### A. CAR CONSTRUCTION:

a) Any U.S. manufactured passenger car or truck body (On car chassis only!) No convertibles, 4-wheel drive or subcompact cars .b) Minimum of 101" wheel base c) All body panels must be near stock in appearance, and contour of replaced panels. This class is designed to be a step up from factory stocks without being full blown aftermarket race chassis construction. It is not intended in any way to replace the Pro Late Model division. A Camaro clip tube rear car will retain stock stamping factory frame rails to centerline of rear axle or will be a leaf spring configuration with leaf spring mounting in stock location to be eligible in this division.

#### B. BODIES:

- a) Performance or Five-Star bodies are allowed. Fabricated bodies are allowed. No wedge shaped body's, stock appearing roof & b pillars only! No wrap around windows or tear drop style back windows. Fenders and quarter panels may be aluminum, fiberglass, or steel. Must be stock appearing! Deck lid, tail panel, and hood may be aluminum. Air cleaner cannot protrude exposed thru hood, must be covered with either hood or scoop.
- b) Intermixing of stock oem manufactured components is allowed.
- c) Stock type nose only, must be complete. No MD3 type dirt noses. Tail light panel must be complete from bumper to trunk lid and sealed (no flow thru). Deck lid will be accessible 12" and width of body. Truck beds must be covered in steel/aluminum and sit level. No truck bed designed to act as spoiler permitted. Fuel cell must be accessible 24"x 32" hatch required if you have a truck deck .
- d) 6 inch height spoiler is allowed. 72 width max. No rudders(side boards), or jacked up decks. Side Skirting must not interfere with ride height gauge. Must have stock appearing bumpers in stock location, round or square tube bumpers must be covered. Aluminum bumpers ok. No sharp edges. If it can cut a tire, it can't compete!
- e) A 4-post roll cage is mandatory! Cage must have 3 left side horizontal bars and 2 left side vertical bars that connect horizontal bars down to frame rail. Must also have 2 right side horizontal bars and at least 1 vertical bar that connects horizontal bars to right side of frame rail. Roll cage must be no less than 1 3/4" tubing, .095 wall thickness for entire roll cage (May be randomly checked!) No black iron pipe, no galvanized pipe. Driver side of car must have an 1/8"steel plate that extends from left front cage post to left rear cage post and from top horizontal door bar down to frame rail this is mandatory! Must be welded to frame and cage bars. All welding must be done in a professional like manner subject to approval. SAFETY, SAFETY,SAFETY!
- f) Radiators: Any type may be used providing it does not alter the hood or body sheet metal. All radiators must be in front of the engine and must not protrude through the hood. Radiator reinforcement must be behind grill. Overflow hose must exit onto right side windshield base. NO ANTIFREEZE! A FINE AND/ OR SUSPENSION IF CAUGHT! .
- g) A steel firewall must be sealed from engine compartment. A steel floor pan must extend to the rear roll cage,. Minimum 20 gauge steel. Rear firewall must be all steel and sealed from trunk area. ALL firewalls and patches must be made from a minimum 20-gauge steel NO Coffin interiors (Passenger side) must taper down to driveshaft tunnel from passenger door. Everything must be sealed. No mirrors.
- h) All added weight must be painted white and approved mounting. 1/2" bolt.
- i) All glass except windshield, must be removed from car. Lexan may be used in place of windshield. Windshields MANDATORY.
- j) Driver side floor pan must be covered or replaced with 1/8 thick steel plate. Front cage post to rear cage post must be welded, or bolted in . Minimum width of drivers seat mandatory!
- k) ONE DRIVE SHAFT hoop on the front 1/3 of DRIVE SHAFT. DRIVE SHAFT must be painted white. NO ALUMINUM OR CARBON FIBER.
- l) Any car not meeting these requirements will be subject to weight penalties at the discretion of the officials.
- m) Front and rear tow hooks must be secured to bumper or frame. Chain loop must be large enough to accommodate wrecker hook. Must be adequate for car weight.

No portion of body or chassis may be lower than 4".

#### C. BATTERY:

- a) Must NOT be located in the driver's compartment.
- b) One 12-volt battery only,(checked randomly) Covers recommended.
- c) Battery Disconnect will be located to the right side of driver, accessible to driver and safety crew and clearly marked ON-OFF.
- d) Battery must be securely mounted in car, NO BUNGEE STRAPS.

#### D. BRAKES:

- a) Must have four (4) wheel brakes and all four (4) wheels operating at all times
- b) Interchanging stock parts allowed.
- c) Made for racing dual master cylinders and pedals allowed. No brake shut off valves. No anti-lock brakes.
- d) Adjustable prop valves (brake bias) OK. Front to rear only.
- e) Stock type steel calipers, single piston only.
- f) No traction devices. Hydraulic or electronic. No wheel speed sensors.

#### E. CARBURETOR:

- a) One 2-barrel Holley only. Manufacturers #4412 unaltered, except for removal of choke horn,choke shaft, and butterfly. Must have circular shaped stock venturies. No grinding or thinning of throttle shaft's ,plates, or screws. No exceptions.
- b) A maximum, 1" thick carburetor adaptor plate, must be removable from carburetor for inspection.
- c) NO opening in intake manifold to atmosphere other than carburetor, No opening in carburetor to atmosphere other than its inlet. Carbs leaking vacuum to outside atmosphere upon simple spray test will be further inspected for modification. If alterations have occurred MANDATORY DQ.
- d.)must fit track gauges no exceptions.

#### F. DIFFERENTIAL:

- a) Rear ends must be stock or may be welded. 9" or floaters allowed. Must have stock suspension mounts for make of chassis and suspension links. heim's or tubular arms allowed but with weight penalty. No aluminum center section, steel hubs and rotors only!
- b) Trailing arms may be relocated on axle.
- G. ENGINE AND WEIGHT:
- a) Stock engines. Any stock passenger car casting blocks.
- b) Cast iron straight plug or angle heads allowed.
- c) No grinding or altering casting number on heads or blocks.
- d) Edelbrock aluminum intake only. Approved numbers: 2101, 2116, 2121, 2176, and 2181,2665,2750. No alterations to intake of any kind. No adapter or spacers plates between intake and cylinder heads allowed. Intake must bolt directly to cylinder head.
- e) Roller rockers allowed, no shaft type systems. Stud girdles allowed. No roller cams or lifters. no mushroom lifters.
- f) Stock type ignition only, 12-volt system. No amplifiers, no external ignition box, no electronic or manual operated timing devices. No circuit boards. Any STOCK type 4 pin sealed module allowed.
- g) Starters must be in working order at all times.
- h) 3200 lbs. 360 CI maximum. 3300 lbs. 361 to 390 CI maximum. 3400 lbs. Over 391 CI All weights will be post race. No exceptions and No tolerance. All weights are with driver in car. Remember!! The track scales are the official scales.
- i) Cars with a wheelbase of 111" or less, add 50 lbs. Cars with 3 links add 50 lbs, cars with 180 or over the top headers add 50 lbs. Cars with porting work done add 100lbs.
- j) Maximum 55.0% left side weight.
- k) Maximum rear weight 50.0%.
- l) OWS officials will adjust the weight of cars to even competition if necessary.
- m) ENGINE LOCATION: Forward most spark plug hole in line or ahead of the upper ball joint checked on driver's side. + or - 1".
- n.) UPON FILLING OUT DRIVERS REGISTRATION YOU MUST CLAIM YOUR MODIFICATIONS AND BE LABELED WITH YOUR WEIGHT FOR TECH. YOUR WEIGHT MUST BE DISPLAYED ON OWOSSO/DIXIE MOTOR SPEEDWAY INSPECTION STICKER TO BE PLACED IN THE UPPER RT HAND CORNER OF WINDSHIELD. FOR EXAMPLE A 108" CAR WITH 383 MOTOR AND AFTERMARKET 3 LINK SUSPENSION MODS WOULD CLAIM 3200LBS + 50LBS FOR WHEEL BASE + 50LBS FOR 3 LINK PLUS 100LBS FOR THE 383 TALLING 3400LBS. IT MUST BE DISPLAYED ON WINDOW STICKER TO PASS TECH. TECH INSPECTION RESULTING IN IMPROPER WEIGHT WILL RESULT IN DQ FOR EVENT. 2011 Over 360 will be illegal. We are putting this notice in so you can use up your stuff. it is not our economic advisement to build an over cubic inch motor. 12.5 maximum compression for 2010. compression motor over 10.5 add 50lbs. - 2011 will be 10.5 max. Porting +100lbs.
- H. EXHAUST:
- a) drop headers allowed. Step headers or 180 degree headers allowed WITH 50 LB PENALTY. Must be 1 5/8" tube from flange to collector( 3" max.) Max. 2 1/2" exhaust pipe (Min. 24")allowed from manifold/header collector to muffler adaptor.
- b) Exhaust must all exit under engine to the rear of driver's compartment and under car only. No side discharge.
- c) Exhaust will be securely mounted with hangers.
- d) Working Mufflers are mandatory. Must meet 100 DB at track side. Due to outside forces this will be regulated strict.
- e) Mandatory under car exhaust - exiting under car.
- I. FRAME:
- a) Full frames may be shortened to 101" minimum. Tube tail-sections are allowed from the centerline of the rear end to the rear bumper. Front and rear clip mixing allowed. Must retain stock frame rails and connection points No off-set subs front or rear. No exotic frame modifications. Any frame plating or tubing attached below stock frame rails will be considered the frame.
- b) Unibody frames must retain stock frame rails and suspension mounts or be grafted on a conventional full frame. Some plating of stock frame rails allowed. No tubular frames, no aluminum frames or subs.
- c) All frames may be notched for fuel pump clearance, exhaust clearance, and oil pan (Rear sump clearance only).
- d) Any car not meeting these requirements will be subject to weight penalties at the discretion of the officials.
- e) Camaro clip cars must retain leaf rear suspension at stock mounting location or complete factory O.E.M> frame rails to centerline of rear axle.
- J. FUEL SYSTEM:
- a) Pump or Racing Gasoline only.
- b) No Nitrous Oxide systems allowed.
- c) Fuel cells mandatory; must have a steel container.
- d) No fuel lines or Transmission lines in the driver's compartment.
- e) Gas caps secured by means of chain to the car.
- f) Must have fuel cell guard made of 1 3/4" .095 wall thickness tubing. Welded between rear frame rail and must extend down to bottom of cell.
- g) 8" minimum fuel cell height at lowest point.
- M. SUSPENSIONS-FRONT AND REAR:
- a) tubular uppers will be allowed

- b) No cutting, bending, heating, welding, or modifying of any front suspension or steering components. Must be STOCK (Refer to definition)
- c) Stock components only! Interchanging of stock components allowed. No aluminum parts. No rack and pinions. No aluminum spindles or control arms..Steel Heim Tie Rod Ends Allowed and adjustable center links allowed. No investment casting spindles. No tubular or hollow spindles.
- d) Stock steel type shock (PRO, AFKO, CARRERA, or QA1) . Welded end, economy style shocks or stock type mount only- No aluminum shocks at all allowed. NO external reservoir. NO PENSKE, NO REVALVABLE BILSTEIN,NO OHLINS. The shock rule is pretty straight forward. NO EXOTIC or HI DOLLAR shocks in this class. If you have something non economy call or ask first before coming to the track with it on your car.
- e) No tubular or 3 piece splined sway bars, stock OEM style sway bars only. Mounting must clear your steering appropriately. No mounts that could interfere with tie rods or clamps.
- f) Front springs must be in stock location and have same type of mounting as OEM 4" minimum spring diameter. Screw cups allowed, Jack bolts allowed. No driver operated jacking devices.
- g) Minimum 4.0" ride height. Nothing below 4 " NO EXCEPTIONS
- h)Trailing arm mounts on housing only may be moved.
- i) 3 or 4 link rear end setups will be allowed. Simple steel 3 link is allowed. Factory 3 and 4 link and track bars allowed. No aluminum, no biscuits, no spring loaded link componenets. 3 link , jbar, panhard bar add 50 lbs.
- j) Any car not meeting these requirements will be subject to weight penalties at the discretion of the officials.- NO EXCEPTIONSk) 80" inch maximum tread width measured at spindle height tire sidewall.
- k) No coil over or coil over eliminator components period!

#### N. TIRES/WHEELS:

- a) Hoosier 970 ONLY NO EXCEPTIONS PERIOD
- b) No tire softening agents allowed or other foreign matter.
- c) Checked by dyrometer reading and /or "sniffer" (Randomly checked)
- d) Steel wheels max. 8" wide only (Randomly checked)
- e) Right front wheel must be safety wheel. 1" lug nuts.
- f) 5/8 wheel studs mandatory with exposed thread past lugnut.

#### O. TRANSMISSIONS:

- a) Automatic or Manual (O.E.M.) transmissions allowed.. NO MADE FOR RACING TRANSMISSIONS ALLOWED! (Such as Bert, Brinn, Falcon, Jericho, etc.) Must have external clutch if running a manual transmission. If you run a stock clutch with a stock flywheel, you must have steel scatter shield.
- b) Min. two (2) forward gears low and high, and a working reverse!
- c) CONVERTER SHELL MINIMUM REQUIRED.
- d) Transmission coolers must not be in drivers compartment. Overflow must be vented into can and NOT be mounted in drivers compartment.

#### P. APPROVED MODIFICATIONS:

- a) A shock adaptor up to 1" top or bottom front and or rear may be added to accommodate ride height rule.
- b) Front UPPER control arm mount ONLY may be moved inward and or outward from stock position.
- c) Rear spring pockets may be altered 2" upward only. Deviations from these rules will be subject to weight penalties at the discretion of the officials. Rear frame cross member may be modified, however spring pockets must retain same general design and general location

THIS CLASS IS SPECIFICALLY INTENDED FOR MODIFICATION OF A STOCK TYPE CHASSIS. YOU MUST RETAIN YOUR FULL FRAME RAILS TO REAR AXLE CENTERLINE. LIMITED LATE MODEL CHASSIS WILL NOT BE ALLOWED. (I.E Howe, port city, left hander tube design rear with no original factory component.)IF IT DOESN'T SAY YOU CAN DO IT IN ANY OF THESE RULES, YOU CAN'T !

## 2009 Dixie Modifieds. **Body illustrations to be released upon completion.**

COMPETING MODELS – Cars meeting the following rules are legal to compete. TRACTION CONTROL - Not allowed. Cars equipped to receive traction control device(s) or found to be traction control-capable in any way, even if traction control module is not in use, will be disqualified. Cars found to be in use of traction control will be indefinitely suspended.

BATTERY: Must be securely mounted & shielded.

BODY- No verticals (except for rear spoiler).

BODY DIMENSIONS

MAX. MIN.

- A. ----- 108"
- B. 38" 28"
- C. 45" 34"
- D. 120" 106"
- E. \* 72" (or not past back of engine)
- F. 27" 22"
- G. \*\* 52" 42"

H. 18"12" both sides

I. 66" 53" same front to back

J. 50" 44"

K. 52" 41"

L. Left rear tire must be partially outside the body & visible from front, rear & top.

M. Driver compartment must be totally sealed from engine and track, including hood scoop.

N. \*\*\*8" Minimum/90 degree angle to interior deck.

O. 16" to 20" from ground to center of bumper.

P. Shaded areas for sponsor's decals.

Q. 4" Minimum ground clearance.

R. No more than 19" window corners.

S. Nose piece may not extend beyond bumper and may be no wider than frame horns, min. 24".

T. 66" max, 24" min. hood width.

U. No farther in than 2" from fender to sail panel.

V. Sail Panel 2" max. at rear of car, must have gradual slope from roof to this point.

W. Interior, 4" max. slope.

X. Interior slope is 6 max, front to rear, and flat across. If you stay flat in the front half, you have used 50% of your 6 inches. Thus, from behind driver to the rear of body, you may only use 2 inches. Body rake angle must be in a continuous straight line. Body rake may be 6ll max, provided that, for every inch (or portion of an inch) of body rake over 4", spoiler height will be reduced by 1".

\*Right side, left side may be extended to cover foot box. \*\*Using a level and/or straight edge must have between ½ inch and 2 inches at rear of roof, ½ inch to 5 inches at front.

All bumpers must be capped, if nerf bars are not used. Left side must be inside tire tread. (A) No more than 4" outside frame rail. Fuel cell guard shall be supported by frame. All bumpers must be as close to 90 degrees as possible, and be between wheels.

(D) Asphalt, bumpers and nerf bars must be only 2" as measured from left side must be inside tire tread. Nerf bar ends must terminate at frame.

1. 1970 or newer American compact passenger car only, no panel vans or station wagons. Stock appearing front windshield and rear window support unit. Painted roll bars not acceptable substitute. May utilize a half-windshield, flat with no wings, mounted to the roll cage. Must have a min. of three (3) windshield bars in front of driver.

2. Firewall and floorboards are mandatory. It is recommended that a .090 plate be installed next to the driver's right leg for added protection from the driveshaft All complete floor boards and drivers side firewall shall be constructed of no less than .125-inch aluminum or 16 gauge or .060 inch steel. All body parts should be recognizable as factory production vehicle. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass, but should be recognizable as factory production vehicle. All cars must have a complete paint job. Plastic Nose, Lexan rub rails and spoiler are allowed. \*

3. All cars must be numbered with large, legible numbers on doors, roof and back panel. Letters on doors of car must be in contrasting color from body. They must be at least 4ll thick and at least 20ll high. Roof number must be at least 20ll height and 4ll thick. All numbers must be legible from scoring tower.

4. Sponsor's names must not interfere with car number and must be neatly lettered. Offensive material will not be permitted on the track.

5. Engine compartment will remain open, no side panels, hood sides may have a max. 4ll drop and must be enclosed at rear of hood. Maximum hood scoop height is 6ll. Bodies must extend no further forward than back of block. Passenger side of body must be no further forward than rear of block. Back panel to be solid and at least 8ll high. No panel in front of right door to engine compartment. No inner panels.

6. Interior deck surface will be flush with doors and ¼ panels. Driver and passenger side windows on both sides of car must have at least 12ll vertical opening. Left side window net is required. Window net to be mounted so latch is at top front of driver side window.

7. No car covers or covers on suspension parts, partial or complete.

RULES AS POSTED ON THE OFFICIAL D.M.S. WEBSITE WILL BE CONSIDERED TO BE THE CURRENT AND OFFICIAL DMS RULES.

\*Original roof line of vehicle must be maintained. Must be full size room. NO FLAT ROOFS. No Verticals of any sort. No wings or any other ground effects are allowed anywhere outside or inside car. Sail panels must closely resemble examples shown on body diagram. Any reinforcing lips on rear of sail panels must be 180 degree bends and must be equal distance front and rear to the outside of the body and be no more than 2ll in from outside of rear fenders. Spoilers allowed.

BRAKES:

1. Must be operated on all four wheels and must lock up all four wheels during inspection.

2. No brake shut-off devices allowed.

3. Proportioning valve allowed, front to rear only.

4. Cast Iron OEM Calipers only. Rotors may not be lightened or drilled, except for hub bolt pattern or larger studs.

5. 1 piece front hub and rotor. No billet components. Stock type rotor.

BUMPERS:

1. Bumpers must be used both front and rear. Two-bar front bumpers must be mounted frame end to frame end with the bars equal length off frame rail. Both must be made of minimum 1.25 inch round tubing and max 1.75 inch tubing and must be able to support car if lifted by wrecker.

2. Rear Bumpers must be bent forward as close to 90 degrees as possible and be no more than 2" outside of body including nerf bar and resemble example on body diagram page. Must contain no sharp edges.
3. Rear bumper must be constructed of round tubing only; per illustration, and must protect fuel cell. STRAIGHT ENDS NO MORE THAN 4" OUTSIDE OF FRAME. Center of bumper, front and rear, must be 18" +/-2" from ground.

**CARBURETOR:**

1. One two or one four barrel carburetor okay. Must be natural aspirated. 2. NO fuel injection. NO electric fuel pumps.

**DRIVE SHAFT:**

1. Drive shaft hoop is required and must be constructed of at least .25-inch by 2" steel and must be mounted no more than 6" back from front of drive shaft.
2. Drive shaft must be painted white.
3. Steel drive shafts ONLY.

**ELECTRICAL:**

1. All vehicles must have the capability of starting without being pushed or pulled. All cars must join line-up on demand, unaided, or go to the rear. Battery disconnect switch must be located on deck on right hand side, and must be able to be reached by driver and safety crew easily.
2. Engine Kill switch required within easy reach of driver. This switch MUST be clearly marked —off and —on.
3. NO transmitting or listening devices in car. NO electronic monitoring computer devices capable of storing or transmitting information except tachometers allowed on cars. No traction control devices of any kind Penalty is suspension. No lap timing devices allowed during racing. Must be visibly disabled before entering the track for competition style event.

**ENGINE:**

1. No aluminum blocks.
2. Any American make engine may be used as long as rear of engine (bell housing flange) is mounted at least 72" forward from the center line of rear axle. Engine offset must be kept within 2" of centerline of front cross member. Engine height minimum will be 11" from ground to front center of crankshaft.
3. All engines used in competition must be able to be used in conventional passenger car without alterations. Motor mount castings cannot be removed or altered. Block castings and fittings must not be changed. NO magnetos.
4. No total —dry sump systems allowed. No external oil pumps.
5. Cooling system may be modified. Must be vented into catch can ahead of transmission tail shaft. NO ANTIFREEZE ALLOWED. Radiators and oil coolers must not protrude above interior. EXHAUST: Mufflers Mandatory – 97 DECIBELS MAX- NO TOLERANCE. In the interest of driver safety, exhaust tailpipe location is left to driver discretion. Cars exceeding decibel limit will not compete. No part of the exhaust system may pass through driver's compartment.

FRAME HEIGHT: 4" min.

**FRAMES:**

1. Factory production complete frame 1970 or newer parallel American passenger car frames only. Frames may be cut in rear only at point not further than 36" from center of rear end housing. Driver's seat and all driver controls must remain within the confines of the factory car frame. No front clips or tube type allowed.
2. Left frame rail, if altered, must be reinforced with minimum of 2" x 2", .095 stock only and must be able to support roll cage on both sides. Must be full & complete both sides. Front cross member may be notched for radiator and/or steering clearance only. Minimum frame & body height from ground is 4" WITH DRIVER & EQUIPMENT IN CAR. (Exception is front cross member).
3. Front suspension must be unaltered O.E.M. and be in stock location, and must be replaceable by stock part from same type suspension. Stock passenger car spindles only, no fabricated spindles. Front sway bar must be O.E.M. No aluminum or fiberglass suspension or rear end parts allowed. Bottom A Frames cannot be moved. Front swaybar and suspension must be Oem style. No aluminum spindles are allowed.
4. Steering box must be O.E.M. and must remain within original bolt pattern for type of frame used. Heim joint allowed replacing tie rod ends. Steel non-O.E.M. draglink and pitman arm is allowed. No rack & pinion allowed.
5. Aftermarket Tubular replacement A-frames allowed. Must meet OEM specs exactly. Lowers must be in stock location. Uppers may be relocated. Non-OEM ball joints allowed. Mono ball bushings/steel allowed in place of rubber.
6. No Jeep, Bronco, etc., or 4-wheel drive frames allowed. No sports car frames allowed. No front wheel drive allowed.
7. Rear of frame may be altered to accept leaf or coil springs. Steel springs only. Coilovers allowed rear only. No torsion bars allowed in rear.
8. No hydraulic, ratchet or electric weight jacks allowed. NO air shocks or air bags allowed.
9. Shocks may not exceed \$250 racer net. No externally, rate-adjustable shocks. coil-over shocks allowed rear 4 — or larger.
10. Minimum wheel base 108", both sides. Maximum track width, 78 inch rim flange to rim flange

**FUEL SYSTEM:** Racing fuel cells required and must remain within the confines of the original frame and within the inside of rear frame. Fuel cell must be mounted by at least two steel straps, two inches wide around cell. Fuel cells must be enclosed in steel container and must also be mounted securely in rear of axle, protected by roll cage tubing. Fuel cell must be a min. of 4 inches ahead of rear bumper, between frame rail, and no part of fuel cell shall be lower than protective tubing. Protective tubing must cover the rear and extend past both sides of fuel cell. Fuel cells must have check valves, and bladders are highly recommended. Fuel cells are limited to 32-gallon maximum capacity. Pick-up must not be underneath fuel cell. All fuel caps to be secured with a safety devise. MUST HAVE SUPPORT BARS FROM FUEL CELL HOOP TO FRAME RAIL. Fuel may be either gasoline or alcohol. No nitrous oxide. NO performance enhancing fuel additives of any kind. Cars using alcohol must have letter —All displayed on sail panel and back panel, 6" tall min, in contrasting color.

HEADS: Aluminum Heads allowed.

MUFFLERS: Mandatory – 97 DECIBELS MAX- NO TOLERANCE. Cars exceeding decibel limit will not compete. No part of the exhaust system may pass through driver's compartment.

REAR END:

1. Any passenger car type or truck type rear end may be used; no aluminum allowed, except lowering blocks, hubs, axle cap, drive plate, and spool.
2. Quick-Change rear end allowed. Steel axles and tubes only.
3. No cambered rear ends, one piece drive flange only.

ROLL CAGE:

1. Must consist of continuous hoops not less than 1.666 inch outside diameter and must have a wall thickness of at least .095 inch.
2. Must be frame-mounted in at least six places. Roll bar padding required in driver compartment.
3. Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. Drivers head must not protrude above cage with helmet on and strapped in drivers seat. Must have minimum of one cross bar in top halo of roll cage. Roll cage must be securely supported and braced. Driver must be able to exit through the top of the car.
4. Low carbon, mild steel tubing is recommended. No bracing or soldering allowed.
5. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection.
6. Brace bars forward of cage, may be no higher than stock hood height. Main cage no further forward than engine plate.
7. A minimum of three driver side door bars; at least 1.5 inch O.D., must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle. The side bars must be welded to the front and rear of the roll cage members. No brazing or soldering allowed. DOOR BARS MUST BE FILLED COMPLETELY. UPRIGHT TO UPRIGHT, FRAME RAIL TO TOP DOOR BAR (STEEL ONLY .095

SPOILER RULE—5" max. height. Width x Height not to exceed 300 square inches. Spoiler will be clear lexan only . Must be centered and not extend beyond bumper or quarter panels. Triangular verticals - 5"x 12" max.

Tubular bracing allowed- ¾ max. Cars exceeding 4" body rake must reduce spoiler height by 1" for every additional inch (or portion of inch) of body rake. SUSPENSION: Aluminum wheels, calipers, A-frames, spindles or any other aluminum suspensions parts—not allowed. Calipers cannot be lightened and must be OEM. Rotors cannot be lightened or drilled. Rotors may be re-drilled for different bolt pattern or larger studs only. 4" minimum spring diameter.

TIRES - Hoosier 970 only No soaking allowed. Tires found to be soaked will result in immediate disqualification and suspension.

TRANSMISSIONS:

1. Must have at least one forward and one reverse gear, plus a neutral position. With motor running & car in a still position, driver must be able to engage car in gear and move forward, then backward. No five speed transmissions, —in and outll boxes or quick-change transmissions allowed. Functioning shifter must be in stock location on transmission manufactured after 1995.
2. All manual gear-type transmissions are allowed. Externally mounted clutches must be inside a scatter shield. Explosion-proof steel bellhousing is highly recommended.
3. Automatic transmissions must remain in OEM stock appearing automatic case. Original bell housing must remain and must have an approved scatter shield or blanket. Scatter shield may be constructed of .25ll x 2ll steel, 270 degrees around flex plate or flywheel.

WEIGHT:

1. 2450 lbs minimum before event. with maximum left
2. side 60.0% for cast iron head cars. Aluminum Head Cars are 58% left side weight. NO TOLERANCE..
3. Lead only may be used for ballast. All weights must be painted white with car number painted in contrasting color. Any weight found not painted white, with car number, will be disqualified. Weights will be anchored with (2) ½" dia bolts minimum.

WHEELS: Any 8ll steel wheel. Maximum tread width not to exceed 78ll. NO TOLERANCE.

RULES AS POSTED ON THE OFFICIAL D.M.S. WEBSITE WILL BE CONSIDERED TO BE THE CURRENT AND OFFICIAL DMS RULES. 31

## 2009 Pro Late Model - Body illustrations to be released upon completion

rules for weights are currently under revision to work towards a more standardized multi track rule set. Weights and percentages only are under review.

The Crate Engine and ABC Template Body are permanent options for the PLM division. They are not mandatory. That being said we are seriously considering the validity of the crate motor program across the nation and its inherent rule problems due to manufacturer design inconsistency. Please see our general rule category regarding this program.

BATTERY - One battery only. Must not be located in driver's compartment. Must be securely mounted to structural member. Battery disconnect switch behind driver seat, mandatory.

BODY SPECS-Outlaw (Template Body to be installed to "ABC" standard)

1. Bodies must be neat in appearance.
2. All cars must have steel or aluminum interior.
3. Aluminum or fiberglass body parts allowed (except floor pan).
4. No coffin/dirt type interiors. Strictly enforced.
5. No angled or wedge-type bodies.

6. Rear quarter panel width-72" max. Must gradually taper from body width at tires to the width at the rear spoiler. (No straight quarters with an abrupt kick-in just before the rear spoiler)
  7. Rear spoiler: Will not extend beyond bumper. Height- 8" from front side including curl. Width- 72" max. Must be centered. Clear Lexan ONLY- No Graphics. Triangular braces may not exceed 18" in length and will not extend beyond top of spoiler. (Template cars-6.5" x 60" max)
  8. Outlaw cars: Width of body at nose at a point no further than centerline of tire looking from above 80" rear tires.....max. 78"
  9. Outlaw cars: Body may not exceed 78" at any point.
  10. Body ledge-4" max. Measured between front & rear window post. C-pillar may taper in 9" max from edge of body at a point 52" forward of base of rear spoiler. No concave panels. C-pillar must be at 30 degree min. angle from horizontal.
  11. Roof width (side to side).....min. 45"
  12. Roof length.....min. 38"
  13. Height of roof to ground (10"from front and back).min. 45"
  14. Ground clearance of body forward of front tires min.31, Template car.....4"min.
  15. Center of front hub to front of nosepiece/spoiler .....max.45"
  16. Wheel base.....min. 102"
  17. Tread width, measured sidewall to sidewall at spindle..... max 80"
  17. Center of rear hub to back of quarter panel ..... max. 46"
  18. Height and width of side window (template will be used) Height.....min.14"; Width..... min.20"
  19. Ground clearance behind rear tires to quarter panel ....6" min.
  20. Ground to bottom of fuel cell ..... min. 8"
  21. Top of quarter panel to ground. Measured at spoiler. max. 37"
  22. Driver must be separated from engine, fuel cell, and oil systems by metal firewall.
  23. Rear of car must be enclosed. Panel min. 14" High. Measured vertically.
  24. No louvers, springs, holes or hinges in deck lid or back panel. Must be solid & flat. Deck lid must be fastened and secured.
  25. No aero-devices within quarter panels.
  26. Aftermarket nosepiece only (Howe, Five Star, ARP, etc). Must remain unaltered except center may be cut for sizing only. Measuring 15" from ground, nose cannot exceed 8" back from its most forward point.
  27. Front windshield and rear window are mandatory, 1/8" min. Lexan only. NO concave or radical type windows. Round type rear window must make a uniform, continuous radius. No offset teardrop. Must resemble window in diagram on page 19. No multiple radius rear windows allowed. Must remain flat in center.
  28. Rear bumper must be as wide as quarter panels and extend at least 31 back for push truck clearance. Must be 121 max from ground to bottom of bumper.
  29. Any car that appears TOO RADICAL may not be permitted to run. Subject to track approval.
- BRAKES** – Four wheel brakes required, in good working order. Multi-piston calipers, ok.
- BUMPERS** – All reinforcement must be from backside of bumper. Ends must be capped, rounded and smooth.
- CAR CONSTRUCTION** – All cars will be built in a safe, workman like manner, subject to track approval. No driver-adjustable devices, except brake bias, allowed.
- CAR NUMBERS:**  
Numbers with a color contrasting with that of the car will appear on both doors, numbers will be 18-in. high with a min. 2-inch stroke. A 611 number will appear on both front & rear of car. Driver's name will appear over both doors in 411 letters. Car number must be on upper right corner of windshield in 611 stroke.
- CARBON FIBER COMPONENTS:** Not allowed.
- CARBURETOR/INTAKE:** No cutting or welding of intake. 1-inch spacer allowed. —Box Stock" 500-CFM Holly 2 BRL part #4412 with 1-11/16 maximum base only. Crate eng. may use Holly 80541-1. NO ALTERING. Choke horn may be removed.
- CLUTCH:** Stock or multi-disc clutch allowed-5.5" Dia. min.  
Stock clutch must be equipped with safety bellhousing, or scattershield.
- DRIVE SHAFT:** A metal strap is to be located in the forward 1/3 of the driveshaft to prevent it from dropping to the track. Drive shaft must be painted white.
- ENGINE:**
1. Max. 360 C.I.D. Max. 12.5 : 1 Comp. ZERO TOLERANCE
  2. No aluminum heads or engine block.
  3. Roller Rockers allowed, no other roller components allowed.
  4. Stock-type cast iron heads only. Aftermarket heads allowed.
  5. Ground to centerline of crankshaft - 101 min. Template cars- 11" min.
  6. Forward most spark plug must align with ball joint- 1" tolerance max. Template cars- 4" max. set-back allowed. Outlaw cars 4"set back allowed 15# lead penalty per frame side within 1" of ball joint centerline.
  7. Single stage external oil pump system allowed. No dry sump systems.
  8. The following sealed engine packages are optional and must comply with lines 5,6 & 7 above. G.M. Crate engine package #88958604, Ford Crate engine package #M-6007-D347 and Dodge engine package #P5007958

allowed with a "Box Stock" 650 cfm Holley 4150 HP # 80541-1 (no carb spacer allowed). Immediate disqualification if any factory seals are broken.

EXHAUST: Mufflers Mandatory – 97 DECIBELS MAX- NO TOLERANCE. NO EXCUSES. It is MANDATORY FOR 2010 due to noise regulations that exhaust exit underneath and within body panels. Exhaust is to exit in lower 1/3 of car, behind driver. Cars exceeding decibel limit will not compete. No part of the exhaust system may pass through driver's compartment.

FRAMES:

1. Stock and tubular frames allowed.
2. Minimum frame height from ground- 3".
3. Upper A-frame mounts may be changed to accept tubular upper A-frames.

FUEL CELL:

1. FUEL CELL MANDATORY. Must be securely mounted to frame. Subject to track approval. Fuel lines will not pass through driver compartment. No filler tubes.
2. Steel cans only. Fuel cap must be tethered to cell.
3. Ground to bottom of fuel cell will measure 8" min.
4. No electric fuel pumps.

HUBS: Wide-5 hub, ok. Heavy-duty lug nuts and 5/8" wheel studs mandatory.

IGNITION: Battery-powered ignition only. No crank trigger, No multi-coils. No traction control.

MIRRORS & Communicational Devices: Not allowed. RADIATOR: One radiator only. Must vent into catchcan (or) mount overflow tube at center of windshield in clear view of officials. Water is the only coolant allowed.

REARENDS: Floater-type rearends recommended. Ford-9ll and Quick-change, ok. Steel axles only. No C-clip rearends. Aluminum tube rear housing must have 5lbs per side clamped solidly to axle tube to simulate mass difference. No exotic materials.

ROLL CAGE:

1. All cars must have center roll-cage made of DOM seamless tubing -minimum 1-3/4 O.D. with a minimum .095 wall. Roll cages will be gusseted and braced front and rear. Minimum of 4 door bars on driver's side - 2 on passenger's side.
2. All bars around driver's head must be padded with roll bar padding.
3. All cars are required to have 1/8ll steel door plate 24ll x 24ll on the driver side and 12ll x 18ll kick plate to protect driver's legs.

SHOCKS / SPRINGS:

1. Screw jack cars- Minimum 4ll dia. spring- rear. Minimum 5ll dia. Spring- front.
2. Coil-overs & aftermarket struts permitted on template cars.
3. Outlaw cars, w/coil-overs must weigh 2905 lbs before feature, min.
4. One shock per wheel only. Shock must racer net for no more than \$250. No externally rate-adjustable shocks. Recharging valves permitted. No remote reservoirs.
5. May be moved from stock location.

SUSPENSION: (see "weight rule")

1. Tubular A-frames allowed.
2. Rack & pinion, ok.
3. No Electronic or Hydraulic Traction Control Devices. No hydraulic trailing arms. Maximum- one spring-loaded rear suspension device only.

TIRES: Hoosier 970's. NO SOAKING ALLOWED.

TRANSMISSION:

1. Racing transmissions allowed.
2. Must have working reverse gear.
3. Transmission cooler must be in engine compartment.

WEIGHT RULE:

1. Cars are required to meet allowable weight and percentages at any time, including post-qualifying and post-race.
2. OUTLAW NON-COIL-OVER CARS: Screw jacks, 5" front springs, 4" rear springs - 2835 lbs. before race, with driver. 57.0% max. left side, 50.0% max rear weight with driver.
3. OUTLAW COIL-OVER CARS: Same as above except with coil-overs and/or aftermarket strut suspension- 2875 lbs. 57%Max Left. 50% rear.
4. TEMPLATE CAR: Any above-mentioned suspension component/package allowed. Body must be installed to "ABC" template spec. (2004-2009 Monte Carlo, Taurus, Intrepid, Grand Prix). Hoosier 970 tires, 8ll steel rims- 2700 lbs. before race with driver. 58% max. left side weight. Template car may use any Dixie approved engine package. Ford Weight under review.

ALL car owners and/or drivers must provide to DMS/OWS officials, the original bill of sale for their engine, or a current certificate of rebuild from an authorized SLMS/ASA engine rebuilder in order to participate in any 2010 event. GM new release 500 hp crate is not allowed.

5. Centerline, Nose and side-to-side templates will be used with a 7/16" tolerance max. Penalty for exceeding tolerance is 50 lbs per template.
6. In the interest of competition, weight may be adjusted.

7. Lead only may be used for ballast and must be anchored with (2) ½" dia bolts minimum. All weight to be painted white with car number painted in contrasting color. Any weight found not painted white, with car number, will result in disqualification.

WHEELS: Any steel wheel- 8" max.

WRECKER HOOKS: Eye bolt or cable to bumper or frame, front and rear. Must be Visible.