

2010 SUPER PRO TRUCKS RULES AND REGULATIONS

ALL PARTICIPANTS MUST ADHERE TO ALL THESE RULES

IMPORTANT NOTE: MUFFLERS ARE MANDATORY AT RIVERHEAD RACEWAY

LICENSE:

-All drivers must take out a NASCAR license. Anyone competing without a current license will be suspended for an indefinite period, and is subject to a fine.

-Riverhead Raceway and/or NASCAR reserve the right to approve or reject any or all license applications. A license can be used only by the member to whom it was issued and any other member who allows any other person to use, or attempt to use their license will be subject to disciplinary action.

INSURANCE:

-Any driver competing in this division must sign in at the back gate and obtain a "Pit Pass" for the current night of racing. Pit Pass insurance is mandatory at each event and must be purchased at the pit entrance. **ANYONE FOUND IN THE PIT AREA WITHOUT THE PROPER PIT PASS WILL BE FINED, AND THE CAR TO WHICH HE OR SHE IS ATTACHED WILL BE SET DOWN AT THE DISCRETION OF THE OFFICIALS.**

GENERAL INFORMATION:

-The promoter or race director has the right to reject the entry of any car or driver.

-Drinking of any intoxicating beverages on the racing premises, or prior to entering the pits is strictly forbidden until all racing events have been completed. Anyone caught doing so is subject to suspension.

-No driver, owner or mechanic shall participate in fights in motor pits or race premises at any time. **At all race meets the driver assumes full responsibility for actions of their pit crew in every aspect.**

-The track and/or division inspectors reserve the right to subject any car to an inspection. Failure to submit to an inspection will result in an immediate disqualification and loss of monies and all points for the night. The car will not be permitted to compete again until after an inspection has been conducted. It will be up to the official in charge to confiscate any unsafe equipment.

-Anyone caught rough riding will be suspended at the discretion of the official in charge or subject to a fine.

-No driver may get out of their race car or cross the race track while the race is in progress unless there is an unusual circumstance, such as fire.

-Anyone caught tampering with someone else's car will be suspended indefinitely.

COMPETING MODELS:

1. 1995-2010 American production trucks. Full framed trucks only. Competing models allowed are:

Chevrolet	C-10
Ford	F-150
GMC	C-1500
Dodge	Ram
Toyota	Tundra

2. No extended cab pickups permitted.

3. No step side pickups permitted.

4. Track approved bodies only.

5. The wheelbase will be 112 inches.

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TRUCK BODIES:

1. The truck body must remain as manufactured.
2. All trucks must be neat appearing.
3. All trucks must have complete bodies, hood, fenders, and bumper covers in top quality condition.
4. Aftermarket fiberglass truck bodies are permitted.
5. Original dimensions of all bodies must remain as manufactured, except for changes, which may be necessary for tire clearance.
6. All bodies must be installed to manufacturer's dimensions.
7. No streamlining allowed, such as headlights, radiator, grills, top of windshield or under pans. Trucks must remain standard in appearance. Grills must be stock standard height and width and mounted in stock location.
8. Full windshield and rear window in good condition mandatory. The windshield and rear glass must be installed in their original standard positions.
9. All doors must be fastened in an acceptable manner.
10. The roofline must remain stock.
11. All bodies must be installed on the frame in an approved manner. The distance between the lower ball joint and the rear of the cab shall be 75 inches.
12. The rear top cover must be hinged with positive fasteners.
13. All openings in the grill must be completely screened.
14. A minimum overall height of 57 inches shall be required. The minimum height shall be measured a distance of ten inches back from the top center of the front windshield.
15. The bodyline from the cab must match the bodyline on the box. No more than one-half inch difference in rake from front to back.
16. The headlight and taillight openings must be painted or decaled in contrasting colors.
17. A rectangular opening a maximum of 20 inches long by 2 1/2 inches wide may be cut into the fiberglass at the center of the cowl. An air deflector using a radiused piece of sheet metal may be installed under the cowl opening.
18. Steel floors must be complete in the driver's compartment. No funnel or air ducts. The right side of the floorboard may be raised three inches above the frame rails for muffler clearance.
19. All trucks must have complete full 20-gauge steel front firewall that is no further back than the leading edge of the front windshield.
20. All trucks must have a minimum 20-gauge steel rear firewall that completely closes off the truck compartment.
21. Full width bumper bars, both front and rear, are required under the bumper covers. The maximum size of the bars shall be 1 3/4 outside diameter pipe by .090 wall.
22. One exposed bar, both front and rear, must mount between the frame rails above the bumper for towing. No chains permitted.
23. Side nerf bars must be two inches wide and 3/4-inch thick or one-inch square. The nerf bars must be flush mounted between two wheel flares. The nerf bars must be painted the same color as the truck. Nerf bars must be at center hub height.
24. Nerf bars cannot extend beyond outside edge of tires and must be capped.

REAR SPOILER:

1. The maximum size of the rear spoiler shall be 64 inches in length by five inches in height.
2. No braces permitted on the spoiler.

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GLASS:

1. Headlights and taillights must be removed and the holes must be covered.
2. A complete windshield, front and rear, must be used.
3. A minimum of two straps 1/8 x one inch must be installed inside the front windshield and outside of the rear window.
4. Front and rear windshields must be clear. No tint.
5. Lexan may be used.
6. No side windows permitted.

MIRROR:

1. Rear view mirror mandatory.
2. The maximum size of the rear view mirror shall be 2 1/8 x 17 3/4.
3. A small left side spot mirror may be added.

HOOD:

1. The hood must be complete in its original position and have positive type fasteners.
2. No holes may be cut in the hood for the air cleaner.
3. No hood scoops permitted.

IDENTIFICATION AND MARKINGS:

1. All numbers are assigned by the raceway office.
2. One or two digit numbers only. No letters permitted.
3. Officially issued numbers must be at least 18 inches high and neatly painted on both sides of the truck on the center of the door. The number must also be painted on the front, rear, and roof of the truck.
4. Truck make must be painted on the roof directly over the front windshield.
5. The driver's name must be painted on the truck roof over the door on the right side.
6. The engine size and weight must be painted on the hood.
7. A four-inch number must be painted on the right upper corner of the windshield.
8. Silver or gold foil decals are not permitted.

OVERALL WEIGHT:

1. All trucks must weigh a minimum of 3,200 pounds with the driver, after the race.
2. The maximum left side weight is 58% with the driver after the race.
 - a. Seated in normal position with helmet in lap.
3. Added weight must be mounted within the frame rails and mounted securely with a minimum of two bolts.
4. No weight may be fastened in the driver's compartment.
5. All added weight must be painted white, with truck number and division on weight clearly marked.
6. Dislodged weight cannot be returned to the truck for weighing after the race.
7. No weight permitted behind rear axle or in front of front wheels

ENGINE:

The following characteristics must be identical with the production engine upon which recognition of type has been granted. All parts listed below must originate from stock production castings and forgings, which have been machined according to the normal machining schedule utilized for standard production parts:

1. Cylinder Block
 - a. material
 - b. number of cylinders
 - c. angle of cylinders

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ENGINE CONTINUED:

Cylinder Block Continued -

- d. number of main bearings & type
- e. integral or separate cylinder sleeves
- f. location of camshaft
- g. overall configuration

2. Cylinder Head

- a. material
- b. number of valves per cylinder
- c. type of combustion chamber
- d. location/angle of spark plugs
- e. location/arrangement/angle of valves
- f. type of valve actuation
- g. number of intake and exhaust ports
- h. shape of intake and exhaust ports
- i. firing order
- j. center distance of intake and exhaust ports

ENGINE LOCATION:

-The front most spark plug must be a minimum of two inches forward of the centerline of the upper right and left ball joint.

-Engines may be interchanged. (Example Ford in Chevy) V-8 engines only. No overhead cam, L-6, V-6, or four cylinder engines permitted.

ENGINE DISPLACEMENT:

1. General Motors engines are allowed 350 cubic inches plus .030 inches overbore per cylinder.
2. Ford engines are allowed 351 cubic inches plus .030 inches overbore per cylinder. The Ford 351 Windsor engine is the only block permitted.
3. Chrysler engines are allowed 360 cubic inches plus .030 inches overbore per cylinder. Chrysler 340 cubic inches plus .0304 inches overbore per cylinder.
4. The maximum allowable compression ratio shall be 9.0 to one in all cylinders.

ENGINE BLOCK:

1. The block must remain factory stock.
2. No coatings permitted on any part of the engine.
3. The engine block must remain factory stock with all standard external dimensions with the exception of boring the cylinder.
4. No internal porting, polishing, relieving, squaring, or coating of the engine block permitted.
5. No aluminum or bow tie blocks permitted.

INTERNAL CHANGES:

1. Internal polishing, porting, altering and/or relieving of engine parts are not permitted.
2. No coatings of any type are permitted on any part of the engine.

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PISTONS/RODS:

1. Only three ring groove, full skirt pistons allowed.
2. Flat top or dished pistons only.
3. No portion of the piston may protrude above the top of the block.
4. Valve reliefs may be cut into the pistons.
5. Steel connecting rods only. Stock production rods only. All aftermarket rods must be a solid beam type steel sportsman rod. Rod length must be factory stamped in aftermarket rods. No bow tie rods permitted.
6. The following are the only rod lengths allowed:

General Motors	5.700
Ford "Windsor"	5.954
Chrysler	6.125
7. Connecting rods may be bushed.

CRANKSHAFT/BALANCER:

1. Only standard steel or cast iron OEM production crankshafts permitted.
2. No aftermarket design crankshafts permitted.
3. Stroke may not be increased or decreased.
4. No knife-edge crankshaft permitted.
5. No aluminum balancers.

CYLINDER HEAD:

1. Cylinder head must be of stock production only.
2. No bow tie, aluminum, Dart II, SB2, GM angle plug, Ford SVO, GM Vortec or Chrysler Performance heads allowed. No aftermarket heads permitted. Riverhead Raceway must approve all cylinder heads.
3. The following are the only allowable valve sizes:

	Intake	Exhaust
GM	1.940	1.500
Ford "Windsor"	1.782	1.460
Chrysler	1.880	1.600
4. Limit of two valves per cylinder.
5. No titanium or other lightweight valves permitted.
6. No porting, polishing, relieving, or coating of the cylinder head permitted.
7. External modifications will not be permitted.
8. Valve springs; retainers and keepers must remain OEM stock. Single diameter valve springs only. The maximum valve spring diameter is 1.250.

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CYLINDER HEAD CONTINUED:

9. No modifications to the combustion chamber permitted, including unshrouding of intake or exhaust valve sides of chamber. Basic three-angle valve job permitted. The only angles permitted will be as follows:
 - Top angle 30 degrees
 - Seat angle 45 degrees
 - Bottom angle 60 degreesA 70-degree or greater angle below bottom of valve seat is not permitted. The maximum grinding, cutting, or machining depth permitted will be limited to a maximum depth of .250 (1/4") as measured from the top of the valve seat. All cutting, grinding, and machining in reference to the specified angles must be centered off the centerline of the valve guide. Upon completion of the valve job, all areas below the specified depth including but not limited to: short side radii, bowl area, port floors, port roofs, port sides, area above bottom of valve guide protrusion, port runners, port entrances, exhaust port exits, may not be machined, relieved, groove extrusion honed or altered in any manner. Cylinder heads must retain all factory stock as cast dimensions and configurations.
10. The officials must approve all cylinder heads and may reject any cylinder head where modifications have been excessive.

HEAD GASKETS/SPACERS:

1. On all engines, only one standard flat gasket may be used between the head and the intake manifold. No wedge type gaskets allowed.
2. No metal or Bakelite spacers allowed.

CAMSHAFT/VALVE LIFTERS/ROCKER ARMS:

1. Solid or hydraulic camshaft permitted.
2. No roller camshaft and/or lifters permitted.
3. No mushroom lifters permitted.
4. Stock diameter lifters only for make of engine.
5. Lifters must be similar in design/size as original equipment.
6. Stud mounted roller rocker arms permitted.
7. 1.50 ratio rocker arms only.
8. No pedestal or shaft rocker arms permitted.
9. 7/16 diameter rocker arm studs permitted.
10. Screw in rocker arm studs and guide plates are permitted.
11. Rocker arm stud girdles are not permitted
12. OEM type timing chain only. No gear or belt drives permitted.
13. Chrysler heads must use stock OEM rocker shafts and rocker arms with adjustable push rods.

INTAKE MANIFOLD:

1. The following are the only allowable intake manifolds permitted. All part numbers are current design Edelbrock series intake manifolds:
 - Chevrolet #2101
 - Chrysler #2176
 - Ford "Windsor" #2181
2. Absolutely no modifications/alterations allowed. This includes grinding, porting, polishing, etching, coating, painting, acid dipping, port matching, increasing entry port size, beveling and machining of the carburetor mounting surface.
3. All casting numbers must remain on the manifold.
4. The officials must approve intake manifold.

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CARBURETOR:

1. Stock R-4412 Holley two barrel 500 cfm is the only legal carburetor.
2. No ram tubes or ducting allowed. No fuel logs or cooling devices allowed.

BODY OF CARBURETOR:

1. No polishing, grinding or drilling of holes permitted.

CHOKE HORN:

1. Choke horn may be removed.

BOOSTERS:

1. Boosters may not be changed.
2. Size and shape of booster must not be altered.
3. Booster height must remain standard.

VENTURI:

1. Venturi area must not be altered in any way.
2. Casting ring must remain completely visible and may not be removed.

BASE PLATE:

1. Base plate must not be altered in size or shape.
2. No holes may be drilled in the base plate.

BUTTERFLIES:

1. Stock butterflies must not be thinned or tapered.
2. Idle holes may be drilled in the butterflies.
3. Screw ends may be cut even with the shaft but the screw heads must remain standard.

THROTTLE SHAFT:

1. The throttle shaft must remain standard and must not be thinned, cut, or nicked in any manner.

CARBURETOR SPACER/GASKET:

1. The adapter plate and carburetor spacer must be a maximum of one inch thick.
2. The spacer must have two holes that match the base of the carburetor. The holes must be cut perpendicular with the base of the carburetor. No taper or bevels.
3. No sandwich type or insulator type gaskets permitted. The maximum gasket thickness shall be .065

IGNITION SYSTEM:

1. Stock ignition systems only.
2. Dual point distributors are not permitted.
3. No MSD or other aftermarket ignition systems allowed.
4. Stock HEI ignition allowed but cannot use an external coil.
5. Coil must be similar in design to OEM.
6. Engine must retain stock firing order.
7. No traction control permitted.
8. MSD module is permitted.
9. No voltage step-up devices permitted.

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STARTER:

1. Self starter must be in working order and be located in stock position.
2. All trucks must start under their own power.

EXHAUST SYSTEM:

1. Stock cast iron log type exhaust manifolds only.
2. Speedway motors 1 ½ diameter center dump header permitted.
3. No porting, polishing or welding of exhaust manifolds permitted.
4. Maximum diameter of all exhaust pipe is two inch inside diameter.
5. No cross over tubes permitted.
6. The exhaust pipes must exit behind the cab and in front of the rear wheels. The exhaust pipe must be flush with the body.
7. Complete and unaltered mufflers mandatory. The mufflers must be OEM type stock muffler. The maximum inlet and outlet diameter is two inch inside diameter. Mufflers must be oval type only. No round mufflers permitted. Mufflers must be removable for inspection. Mufflers are mandatory at Riverhead Raceway.

OIL PAN:

1. Wet sump only. No dry sumpsystem or external pumps allowed.
2. Accusump systems prohibited.

CLUTCH/FLYWHEEL:

1. Factory stock OEM steel flywheel only. No aftermarket flywheels permitted. No aluminum flywheels permitted.
2. Stock steel type clutch assembly only.
3. The minimum clutch diameter shall be ten inches.
4. No turning or drilling permitted.
5. No multiple disc clutches permitted.
6. The stock steel type clutch assembly combined with the flywheel and flywheel bolts must weigh a minimum of 30 pounds.

BATTERY:

1. The battery must be securely fastened and properly covered.
2. The battery cannot be located in the driver's compartment.
3. Battery and ignition shut off switches mandatory.
4. Battery master switch must be located in left front corner of truck bed.
5. One single 12-volt battery.

ELECTRICAL SWITCHES:

1. The electrical switches must be located within easy reach of the driver and be properly labeled.

RADIATOR/FAN:

1. Interchangeable radiator cores are allowed providing they do not alter the sheetmetal for the make of the truck.
2. Radiators must remain stock appearing and remain in the stock mounting position.
3. All trucks must have a radiator overflow can of at least one gallon in capacity.
4. The use of anti-freeze is prohibited.
5. Electric fans are permitted.
6. Fan shroud may be used but cannot extend more than one inch behind the fan blade.

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TRANSMISSION:

1. Three or four speed cast iron standard transmission only. No automatic transmissions.
2. No aluminum or other lightweight transmissions permitted.
3. All standard transmissions must have at least two forward and one reverse gear in working order.
4. The only allowable machine work to the transmission is the removal of first gear.
5. Steel scattershield required.

DRIVESHAFT:

1. The driveshaft and universal joints must be similar in design to standard production type.
2. Driveshaft must be made of steel and painted white.
3. Two driveshaft straps required.

REAR END:

1. Passenger car rear ends allowed. It may be interchanged from manufacturer to manufacturer.
2. Welded spider gears or mini spool may be used if original pin and carrier are maintained.
3. No ratchet, limited slip, torque bias, aluminum spools or aluminum center sections permitted.
4. Only steel axle housings permitted.
5. Full floating rear axle permitted.
6. The distance measured from the center of the rear end housing to the rear hubs, left and right, where the wheels bolt on, must be within one inch in length.

WHEELS/TIRES:

1. The maximum wheel width will be eight inches.
2. Steel wheels only.
3. No wheel spacers permitted.
4. All tires must be purchased at Riverhead Raceway.
5. The maximum allowable thread width, measures from the outermost part of the tire, both front and rear, shall be 79inches. The tires may not extend outside of the wheelwell. The wheelwell may not be altered.
6. Tire softener, soaking of tires or applying any substance, including, but not limited to conditioners, will not be tolerated. Anyone found to be using an unauthorized tire will be fined and/or suspended and will start in rear for three weeks.
7. The spindles, wheel bearings, and hubs must meet the following requirements:
 - a. Front spindles must be linked to the frame using steel cables or other approved tether. One end of the cable with the large eye must wrap around the frame or the front crossmember and pass through the smaller eye. The large eye of the cable must loop over the upper portion of the spindle. The steel cable must be a minimum 5/16-inch wire rope constructed of 7x19 stainless secured by a pressed steel sleeve at each eye.

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FRAME:

1. 1965-2010 American production full frame cars with a wheelbase between 108 and 112 inches.
2. Alteration of frame to obtain 112" wheelbase will be allowed within 12 inches of the rear mount points of the rear trailing arms.
3. No subframes permitted.
4. Rear frame section must be stock configuration with reinforcement permitted after rear of mount points of rear trailing arms. No aftermarket frame permitted. Altered rear kickup permitted for axle clearance.
5. No offset frame permitted.
6. Minimum ground clearance will be four inches with driver in truck.
7. Stock frame rail may be reinforced by a flat piece of steel, which may be used to box in the open section of the frame. The frame rails must remain hollow. No added bracing, tubing permitted inside the frame rail.
8. No holes may be cut in the frame rails to lighten frame.
9. Frames may be interchanged from one manufacturer's line or make to another.
10. Front and rear snouts must remain stock for make of frame.
11. Cross member cannot be moved from original location.
12. Two inch by four-inch steel tubing is permitted from the center of the rear axle to the rear bumper.
13. Two inch by four-inch steel tubing may be used in front of the steering box and A-frame mounts.
14. Front cross member and frame rails will be measured and verified by officials for year, make and model. Cross member and/or frame rails out of tolerance will be subject to disqualification.

SUSPENSION:

1. Coil springs must be similar in design as OEM and must mount in the original spring mounting brackets. Minimum diameter coil springs is five inches. The rear coil springs may be located either inside or outside the frame rails provided that they are both mounted in the same location. The coil springs must remain inside the rear body panels. Coil springs to be mounted on top of rear axle housing.
2. Front mount of the rear leaf spring must remain in its original position and be factory stock for make of frame.
3. Aftermarket spindles are permitted but not required.
4. No heating or bending of spindles.
5. Jacking bolts permitted with one jacking bolt per wheel.
6. Only non-adjustable steel bodied shocks permitted.
7. No coil over eliminators permitted.
8. No mechanical device allowed in order for driver to shift weight while in motion.
9. No helper springs or traction bars.
10. Steering linkage must remain factory stock for make and model of frame.
11. Heim joints permitted only on rear end swaybar and third link. No torque arms, or spring loaded third links permitted.
12. Any radius rod with a maximum 24" length permitted.
13. OEM type trailing arms only. Front mount must remain in its original location and must not be adjustable.
14. Three point rear suspension permitted.
15. Front lower control arms must be mounted to the original factory mounts. Only OEM lower A-frames permitted. Lower A-frames must be unaltered and stock length. Ball joint mount may be altered only to permit the use of larger ball joint. Howe OEM style Camaro lower arms 17 inch length and Howe OM Chevelle lower arm 17 inch length permitted.
16. Upper A-frame mounts may be fabricated and moved. Fabricated upper A-frames permitted.
17. No quick steer devices permitted.
18. Safety hubs are recommended but are not required.
19. Heim joints are permitted on the outer tie rod ends.

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BRAKE SYSTEM:

1. Four wheel hydraulic brakes permitted.
2. OEM type brake parts only.
3. Master cylinder must be mounted on the engine side of the firewall.
4. Racing type brake pedals and master cylinder permitted.
5. Disc brakes may be used; both front and rear, but must use single piston brake calipers only.
6. No aluminum calipers or rotors permitted.
7. Brake adjuster valve, if used, must be located in the driver's compartment.
8. Aftermarket steel rotors permitted.
9. All 4 brakes must be in working order.

FUEL:

1. No additives or alterations to fuel permitted.
2. Competitor must declare fuel used.

FUEL CELL:

1. The fuel cell must be located behind the rear axle housing.
2. The fuel cell must have a steel outer container (no less than 18 gauge steel) completely enclosing the rubber bladder.
3. The fuel cell must have foam protection.
4. The inlet and vent lines must have a ball check or flapper valve.
5. The fuel cell must be a minimum of eight inches off the ground.
6. The cell should be secured with one inch by 1/8 inch steel straps with four straps across the top of the cell.
7. The cell must be protected with roll cage tubing on 1" x 1" x 1/8" square tubing in an X shape underneath the cell.
8. Fuel shut off valve mandatory and must be labeled and within the reach of the driver.
9. Fuel lines may not run inside the truck.

SAFETY:

1. It is recommended that helmets meet the requirements set forth by the Federal government. Must be Snell 2000 or later.
2. A quick release lever type safety belt no less than three inches wide is compulsory. Shoulder harness and an additional V type seat belt is mandatory. Belts must be dated and not exceed two years old.
3. Shoulder harness inertia reels cannot be used.
4. Safety belts must come from behind the driver.
5. Safety belts must be securely fastened.
6. An approved seat must be securely fastened with a minimum four bolts in the bottom and two bolts in the top with either large washers or metal straps.
7. Aluminum seat Required. No homemade seats allowed.
8. Hans device strongly recommended.

ROLL BARS:

1. All roll cages must meet the approval of the inspectors.
2. Square cage required.
3. Roll bars shall be a minimum of 1 3/4 x .090 thousandths seamless tubing.
4. Trucks must have four sidebars on the left side and three sidebars on the right side.
5. Roll bars in the driver's compartment must be padded.
6. Center top of steering wheel must be padded.
7. Approved padded headrest mandatory.
8. Gussets mandatory.
9. Center windshield and brain bars mandatory.
10. Brain bar must be double padded.
11. Trucks must be equipped with a fire extinguisher within easy reach of driver.
12. An approved window net is mandatory.
13. Fire suits are mandatory.
14. The distance between the front and rear roll cage hoops will be 53 1/4 inches.

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PROTESTS:

THE PROTEST FEE FOR THIS DIVISION WILL BE \$150 PLUS \$50 INSPECTOR'S FEE FOR A TOTAL OF \$200!

**INTERNAL ENGINE PROTESTS WILL BE \$600 PLUS \$150 INSPECTOR'S FEE FOR A TOTAL OF \$750!
CRANK PROTEST WILL BE \$750 PLUS \$250 INSPECTORS FEE FOR A TOTAL OF \$1000!**

-All protests must be given to the Handicapper. A signed written protest specifying one specific item must be presented to the track officials with the appropriate protest fee, within 20 minutes after the posting of the event. The track officials will settle all protests. If the car protested is found illegal, the driver protesting will be refunded his money, less the inspector's fee. If the car protested is found to be legal, the protested car will receive the money.

-Visual protest will be considered anything external such as the carburetor, distributor caps, tires, etc. This protest may be reported to the Division Head and/or inspectors. There will be NO FEE for this type of protest and they must be protested one-half hour before the race.

FLAGS:

GREEN -	Start the Race!
RED -	STOP! There are unsafe conditions.
YELLOW -	Caution, an obstruction on the track.
	Pass with caution until green flag is displayed.
WHITE -	One lap to go.
BLACK -	Disqualified. Pull off immediately when you receive the black flag. Anyone ignoring the black flag is subject to suspension.
BLUE WITH DIAGONAL	
WHITE STRIPE -	Stay inside. You are about to be passed by faster cars.
TWO FLAGS HELD PERPENDICULAR	
TO EACH OTHER -	You have completed one half of the race.

ALL FINAL DECISIONS ARE MADE BY THE TRACK OFFICIAL IN CHARGE!!!