



L a t e M o d e l s

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THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF SPEEDWAY EVENTS AND, BY PARTICIPATING IN THESE EVENTS, ALL RACEWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

References are made throughout these regulations requiring and/or recommending that particular products meet certain specifications. These products are manufactured to meet or exceed certain criteria and are labeled as such upon satisfying those criteria. Any change to these products voids that certification. Under no circumstances may any certified product be altered from the "as manufactured" condition or such certification is voided.

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1. ARTICLE 1: MEMBERSHIP

- 1.1. All drivers participating in a Gen X event at any partner track must purchase a membership for the current race season.
- 1.2. All drivers participating in a Gen X event at any partner track must complete the required membership application in its entirety.
- 1.3. The membership fee is \$125.00 per year.
 - 1.3.1. A temporary membership valid for 7 days, starting on the day the membership is purchased, may be purchased for \$50.
- 1.4. The membership fee must be paid prior to racing a Gen X event at any partner track.
- 1.5. A membership will not be required to run an event that is scheduled AFTER the Gen X points have officially ended.
- 1.6. "National" points events that originate after schedules are finalized at the commencement of the race season, must be communicated and approved by the GenX committee fourteen (14) days prior to the running of event in order for "National" points to apply.
- 1.7. The last "National" point event will be ran no later than the Tuesday after Labor Day. No additional points will be calculated towards the "National" points after this day.

2. ARTICLE 2: DEFINITIONS

- 2.1. *Racecar*: An automobile designed solely for competition on oval racetracks, controlled from within by a driver.
- 2.2. *Automobile*: A vehicle which carries its own motor and operates on four non-aligned complete wheels, of which two are used for steering and two for propulsion.
- 2.3. *Vehicle*: A man-made locomotive device propelled by constantly taking real support on the earth's surface whereas the propulsion and steering are under the control of a driver aboard the vehicle.
- 2.4. *Driver*: The person controlling the operation of the racecar. The driver is expected to understand how to operate the mechanisms which control the speed, direction and braking of the racecar.
- 2.5. *Participant*: A person directly involved in the mechanical operation and/or management of a racecar, including, but not limited to, drivers, crew members, racecar owners, sponsors, and their family members.
- 2.6. *Event*: A sanctioned competition between two or more drivers and their racecars. An event shall consist of practice (hot laps) and actual racing contests.
- 2.7. *Official*: An official shall be any person participating in the exercise of authority for enforcing or interpreting these rules. The official may also make judgments concerning the conduct of participants and declare penalties for breaches of these rules, as well as perform technical inspections on any racecar. The combination of officials may vary from week to week and from one racetrack to another.
- 2.8. *Promoter*: An entrepreneur who oversees the operations of the racetrack, either as a tenant or owner of the facility. Furthermore, the promoter is the person responsible for the implementation of rules, hiring staff and financial compensation to participants.
- 2.9. *Cockpit*: The volume of the racecar which accommodates the driver.
- 2.10. *OEM*: An original equipment manufacturer (OEM) manufactures products or components that are purchased by another company and retailed under that purchasing company's brand name. OEM refers to the company that originally manufactured the product. OEM replacement parts are those which have been manufactured by another company to the same specifications as the OEM parts.
- 2.11. *EIRI*: Except in rare instances.

3. ARTICLE 3: GENERAL RULES

- 3.1. All participants are subject to the rules of the Gen X Late Models and are expected to know the rules.
- 3.2. Approval of any racecar by a track official shall mean that the racecar is approved for participation in the

event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it further declared that officials shall not be liable for any mechanical failure, nor for any losses, injuries or death resulting from the same.

3.3. Conduct:

- 3.3.1.** Participants will conduct themselves as professionals. Any unsportsmanlike conduct by a participant shall be grounds for disqualification and/or fine, and loss of all points to date. This will be strictly enforced.
 - 3.3.1.1.** **Unsportsmanlike conduct includes, but is not limited to, battery, assault, vandalism.**
 - 3.3.1.2.** **The penalty for an unsportsmanlike conduct violation shall be a 30-day suspension, a \$1000 fine, loss of all GenX points (both track and national), and a one-year probation.**
 - 3.3.1.3.** **A second violation while still on probation shall result in another fine (if applicable) of up to \$1000, a one-year suspension from the date of the second violation, and a probation of one year upon return (reinstatement) to racing.**
 - 3.3.1.4.** **The GenX series reserves the right to impose more severe penalties based upon the circumstances and the severity of the violation.**
- 3.3.2.** Drivers are responsible for the conduct and actions of their car owners, crew members, sponsors, and family members.
- 3.3.3.** Absolutely no alcoholic beverage or other illegal chemical substance may be consumed by a driver prior to, or during, an event. The duration of the event shall also include all support class events run as a part of the overall program. The use, sale, or distribution of illegal drugs at any time shall be cause for immediate and indefinite suspension.
- 3.3.4.** Any participant who defies or violates the intent or spirit of the Gen X Late Model rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with accordingly and swiftly by track officials.
- 3.4.** All drivers must be at least sixteen (16) years of age (**proof of age required**). However, any driver under 16 years of age can receive permission to race at each individual racetrack prior to racing at that facility. Drivers under eighteen (18) years of age are required to have a signed Parental Consent Form. The Parental Consent Form must be signed by a parent or legal guardian and must be received by a Racetrack Official prior to participation of the driver in any event.
- 3.5.** A racetrack may require any driver to undergo a physical examination by a licensed health care provider prior to being allowed to participate in any event.
- 3.6.** No equipment or racecar will be considered as having been approved by reason of having passed through inspection unobserved.
- 3.7.** All racecars must be able to join the race lineup on demand and unassisted or must go to the rear of the lineup for the start of the race.
- 3.8.** The racetrack reserves the right to add to, delete, supersede, or modify any rule, exhibit or drawing that the Speedway deems necessary for the conduct of events and/or safety of participants. All amendments are effective on the date of publication by I94 Speedway regardless of when a person subject to the rules receives actual notice of the amendment.
- 3.9.** Every driver must inspect the racing surface and the track area to learn of any obstructions or other defects which, in the driver's opinion, presents an unsafe condition for competition. The driver shall report any unsafe condition in writing to an official. Any driver that competes in an event is considered to have inspected the track surface and surrounding perimeter to determine that all conditions are satisfactory. If the driver does not feel that the conditions are satisfactory, the driver should not compete in the event. The driver further acknowledges that he or she is aware that auto racing involves risk, and that by competing in an event, the driver assumes these risks with full awareness and responsibility.
- 3.10.** All drivers are responsible for registering their racecar for each event in order to ensure their respective starting position in each event.
- 3.11.** The racetrack reserves the right to refuse to accept the entry of any racecar or participant. Furthermore, a

track reserves the right to revoke or cancel any entry, or any participants claimed right to be on the racetrack's premises, if it is determined that a participant's presence or conduct is not in the best interest of the sport of auto racing, other participants, spectators, track management and/or employees of the track.

3.12. Race Receivers and Transponders are mandatory at each racetrack. Transponders are available for rent at the track.

3.13. No computers allowed on the racecar, including, but not limited to, electronic traction control devices. Any driver found to be using traction control will be subject to a minimum fine of five thousand dollars (\$5,000) and up to a lifetime suspension from all events.

3.14. Technical Inspections:

3.14.1. IF IT IS NOT ALLOWED, IT IS DISALLOWED.

3.14.2. Rules can be added, deleted, or modified for the betterment and/or safety of the racing as determined by the track promoters or GenX representatives.

3.14.3. For all classes at all events, the top five (5) finishers in the heat and main event and any other racecars as instructed by officials, are required to report to a designated area after the completion of the heat and main event where mandatory and varied post-race technical inspections will be required to take place.

3.14.4. At the discretion of the official(s) overseeing an event, any participant may be disqualified by the official(s) for violation of any rule and/or equipment or action(s) deemed to be hazardous to other participants or officials.

3.14.5. All racecars are subject to inspection by an official at any time. Any driver whom refuses to allow any inspection by an official, or terminates an inspection in progress, shall be subject to a fine of Five hundred dollars (\$500), loss of all points earned to-date for the current season and forfeiture of all cash and/or awards earned at the event.

3.14.6. Any illegal part discovered through inspection any time after the driver signs in to compete in that event can be confiscated by an official and forfeited by the driver.

3.14.6.1. First infraction: disqualification for event and loss of all points and cash/awards from the event if applicable.

3.14.6.2. Second infraction: Five hundred dollars (\$500), **30-day suspension**, loss of all points (**track and national**) and forfeiture of all cash and/or awards earned for the night.

3.14.6.3. Third infraction: One thousand dollars (\$1,000), **12-month suspension**, loss of all points (**track and national**) and forfeiture of all cash and/or awards earned for the night.

3.14.6.4. Confiscated parts will be sent to manufacturer for inspection. Failure by the driver to surrender any illegal part for confiscation shall result in a separate penalty, in addition to other applicable penalties under this rule.

3.14.6.5. All fines must be paid in full before driver can resume racing at any track associated with the GenX Series.

3.14.6.6. Non-finable infractions include but are not limited to, light at the scale, wheelbase, body, suspension, engine set back.

3.14.6.7. Finable infractions include but are not limited to, incorrect RPM setting, altered carburetors, spacer, internal engine parts, illegal fuel.

3.14.7. All measurements must be made while the racecar is stationary on a flat horizontal surface.

3.14.8. Display Decals:

3.14.8.1. Engine type and weight must be located on the A pillar on both sides of car. (ex. Crate 2300)

3.14.8.2. Drivers must display the Gen X Decal on both sides of car located in the upper/front section of the door (similar to where the Wisconsin sticker is required in Wisconsin.)

3.14.8.3. Drivers must support any Gen X sponsors by displaying the mandatory decal(s) (when applicable).

3.15. Protest:

- 3.15.1. Race Cars subject to being Protested: Any car competing in the feature event.
- 3.15.2. Race Cars eligible to protest: Driver who executes a protest with a track official prior to the start of the feature race and has tendered the required amount **CASH** for a protest. Must have a valid/legitimate reason for the protest **and hold a full membership.**
- 3.15.3. Race Cars not eligible to protest: Those not starting the feature race.
- 3.16. **Small Protest:** Fee for small Protest is \$150.00. \$25.00 to Tech Official. Includes- whistling, pumping, remove the carburetor, exhaust/header, scope inspection hole in oil pan.
- 3.17. **Protest Fee:** \$500.00 top end. \$500.00 bottom end. \$1000.00 complete motor.
- 3.18. In the case of a sealed motor, the driver being protested has the option to send it to a **Certified Engine Builder**. Track official will take motor to **Certified Engine Builder**, with a tag initialed by driver and track official.
- 3.19. \$50.00 of the protest fee regardless of whether it is legal or illegal goes to the Tech Officials. If after teardown, the engine is found to be legal, the protest fee will be paid to the protested driver, less \$50.00 which will be paid to the tech official. If after teardown, the engine is found to be illegal, the protest fee will be returned to the protesting driver less \$50.00 which will be paid to the tech official.
- 3.20. **Protest Procedure:** After the race, a track official will notify the driver of the relevant race car that his race car has been protested. The protested driver shall then proceed to directly to the area designated for inspection and tear down pursuant to a protest. After the inspection or tear down has begun, track officials will notify protested driver of the driver who posted the protest, if asked by the protested driver.
- 3.21. **Special Provisions relating to protests:** Only the driver may protest. A driver may only protest one engine per week. Only the Tech Inspector has the final word on the legality of the race cars involved in a protest. No person shall prevent or interfere with the protest procedure.
- 3.22. **Only** the driver and one (1) pitman, the protesting driver and tech official allowed in the protest area.
- 3.23. **Penalties related to protests:** If any engine parts are found to be illegal the provisions of rules 2.15.4 regarding illegal parts shall apply.
- 3.24. **Withdrawal of Protest:** If a driver declares an intent to protest, and tenders the required protest fee, and then the driver changes his/her mind and withdraws the protest, then the driver will forfeit all money and awards for the event and shall also lose all points (track and national) earned to date.
- 3.25. **Refusal of Protest:** A driver who refuses to allow an inspection/teardown pursuant to a protest shall be subject to the following penalties.
 - 3.25.1. **First Refusal:** Upon first refusal to allow an inspection/teardown pursuant to a protest, driver forfeits all cash and all contingency winnings for the event, and trophies earned in the feature, plus loss of all points (track and national) earned to date, plus the driver shall be fined \$1,000.00 **and receive a 30 day suspension from date of refusal.**
 - 3.25.2. **Second Refusal:** Upon second refusal driver forfeits all cash and all contingency winnings for the event, any trophies earned in the event and lose all points (track and national) to date earned. In addition, driver shall be fined \$2500.00 **and a 1-year suspension from the date of the refusal.**
- 3.26. Once fine is paid **and suspension, if applicable, is served, the** driver may resume racing.

4. ARTICLE 4: POINTS SYSTEM

- 4.1. Drivers competing in an event are eligible to earn track points at the racetrack.
- 4.2. Track points will be awarded to each driver in the races as follows:
- 4.3. General Points go to the driver. The driver will receive feature points only, or B-feature points if unable to qualify for the feature.
- 4.4. Heat Races
- 4.5. **POINT SYSTEM:**
 - 4.5.1. **Heats:**
 - 4.5.1.1. Driver will draw their starting position for the heat race.

4.5.2. Features:

- 4.5.2.1. The redraw is as follows: One (1) heat race- redraw five (5). Two (2) heat races- redraw four (4) from each heat. Three (3) heat races- redraw three (3) from each heat. Four (4) heat races- redraw two (2) from each heat. Five (5) plus (+) heat races- redraw one (1) per heat.
- 4.5.2.2. Driver must finish the heat race in order to be eligible for the redraw. All cars that started but did not finish a heat race will start behind those cars eligible for the redraw.
- 4.5.2.3. Driver that did not start the heat race will start behind those cars that had a DNF in the heat race.

4.5.3. Pos. Points:

4.5.3.1.	Heat Finish:	1 st - 10 pts	4 th - 7 pts	7 th - 4 pts	10 th - 2 pts	
		2 th - 9 pts	5 th - 6 pts	8 th - 3 pts	Rest- 1 pt.	
		3 rd - 8 pts	6 th - 5 pts	9 th - 2 pts		
	Feat. Finish:	1 st - 35 pts	6 th - 29 pts	11 th - 24 pts	16 th - 19 pts	21 st - 14 pts
		2 nd - 33 pts	7 th - 28 pts	12 th - 23 pts	17 th - 18 pts	22 nd - 13 pts
		3 rd - 32 pts	8 th - 27 pts	13 th - 22 pts	18 th - 17 pts	23 rd - 12 pts
		4 th - 31 pts	9 th - 26 pts	14 th - 21 pts	19 th - 16 pts	24 th - 11 pts
		5 th - 30 pts	10 th - 25 pts	15 th - 20 pts	20 th - 15 pts	Rest- 11 pts
	Consi. Finish:	1 st - 5 pts	2 nd - 4 pts	3 rd - 3 pts	4 th - 2 pts	5 th - 1 pt
		Rest- 1 pt.				

4.5.4. Show Points All drivers in each class participating in the race events at a track will receive show points based upon the number of cars participating in that class, as follows:

- 4.5.4.1. 1 to 9 cars participating, ten (10) show points.
- 4.5.4.2. 10 to 15 cars participating, eleven (11) show points.
- 4.5.4.3. 16 or 25 cars participating, twelve (12) show points.
- 4.5.4.4. 26 or more cars participating, thirteen (13) show points.
- 4.5.4.5. DNF (did not finish). Points awarded to DNF cars based on the order in which they were lined up at the start of the race (1st lap) or number of laps completed. Any car judged to be at fault for restart/accident will be scored behind any others who completed the same number of laps or were involved in the same incident.

- 4.6. Participating means that a car must take a green flag at some time during the racing program, including hot laps.
- 4.7. DNF (did not finish). Points awarded to DNF cars based on the order in which they were lined up at the start of the race (1st lap) or number of laps completed. Any car judged to be at fault for restart/accident will be scored behind any others who completed the same number of laps or were involved in the same incident.

5. ARTICLE 5: BODY

5.1. See body diagram at end of this section for reference.

5.2. General Body:

- 5.2.1. All cars must have a minimum one-half inch (1/2") and a maximum of one inch (1") radius at the top of fenders, doors, and quarter panels. Sharp edge(s) will not be permitted.
- 5.2.2. The floorboards and firewall must completely cover the driver's area with no openings.
- 5.2.3. Fins and/or lips of any type will not be permitted anywhere along the entire length of the car.
- 5.2.4. Wedge shape cars and/or body styles will not be permitted.
- 5.2.5. "Belly pans" or any type of enclosure on the bottom of the car will not be permitted. A skid plate to protect the oil pan is permitted. A maximum one-eighth inch (1/8") skid plate will be permitted.

- 5.2.6. Wings and/or tunnels and/or any type of air deflection device will not be permitted underneath the body and/or chassis of the car.
- 5.2.7. Panels of any type under the rear deck running from the front to the rear of the car will not be permitted.
- 5.2.8. Any style air cleaner scoop used must be positioned in front of/around the air cleaner and must not exceed seven inches (7") in height. Any type of flange and/or air deflection device and/or fin that is designed to direct airflow will not be permitted.
- 5.2.9. The top edge, measured from the ground, of the rear quarter, door, and front fender to the point where the fender flare attaches must be a straight line, within one inch (1") on both sides of the car.
- 5.2.10. All body panels must be solid. No holes, slots, or air gaps are permitted. NACA ducts or NACA style ducts are not permitted. One (1) hole for interior (deck) mounted oil cooler is permitted. I. The minimum ground clearance (including plastic) is three inches (3"). Standard dirt-style bodies are required.
- 5.2.11. Roof posts/rear sail panels may have a maximum of a two (2) inches outward bow from top to bottom. Roof posts/sail panels may have two (2) inches of maximum height at center and taper down to zero (0) inches at top and bottom. Front of sail panels/roof posts can go no further forward than the back of driver's seat at shoulder height. Plastic manufactured molded roofs and rear roof posts/sail panels are permitted but must meet the dimensions for roof, rear roof post/sail panels.
- 5.2.12. Composite Doors and quarter panels are allowed and must be FVMSS approved. EXCEPTION: driver's door must remain aluminum.

5.3. Nosepiece:

- 5.3.1. Only dirt late model style nosepieces allowed.
- 5.3.2. Nosepiece must be installed per manufacturer's instructions. All nosepieces must meet the maximum/minimum dimensions (as outlined in the diagrams at end of body section), maintain manufacture appearance and not be altered.
- 5.3.3. All nosepieces must be made of a molded type material.
- 5.3.4. Nose filler panel must be flat, within one-half inch (1/2"), across to entire surface. Dishing or raising is prohibited. Bracing and structure underneath filler panel must maintain flat shape on the track at speed at the discretion of tech personnel.
- 5.3.5. Two-piece noses must be positively fastened together in the center. Spacers added to gain width will not be permitted.
- 5.3.6. The nosepiece must be mounted flat where filler panel and nosepiece meet. The nosepiece must be mounted in a manner that does not alter its original shape.
- 5.3.7. Holes for cooling purposes must be within ten inches (10") from the center point of the nose (where the left and right panels of nose and/or valance come together).
- 5.3.8. The nosepiece can extend a maximum of fifty-three inches (53") from the center of the front hub to the farthest point extending forward.
- 5.3.9. The front fender flairs can extend a maximum of four inches (4") above the filler panel or the hood.
- 5.3.10. The nosepiece of the car must be mounted within a maximum of five inches (5") off-center when measured at the center/ overlap of the nose.
- 5.3.11. Lower nose supports (support under front bumper at valance) must not exceed eight inches (8") in width.
- 5.3.12. The front fender flares must not extend beyond the front tires, with the wheels pointed straight, more than one inch (1") per side and to a maximum width, edge-to-edge, of ninety-one inches (91") when measured at the widest point at the bottom of the valance.
- 5.3.13. Front fender flairs must not extend, bubble, or rise more than four inches (4") at any point of the front fenders and/or hood.
- 5.3.14. The front fender flares must have collapsible supports.

5.4. Front Fenders and Hood:

- 5.4.1. Front fender and hoods must be level and flat from left side to right side of car.
- 5.4.2. The hood can drop two inches (2") measured at the back edge of the hood and in from of the carburetor from the left to the right side of the car. Fenders must taper from outer edge to the hood in a straight line.
- 5.4.3. The fender top must have a ten inch (10") minimum width.
- 5.4.4. The outside edges of the hood and/or the fender must remain inside the overall bodyline.
- 5.4.5. The front fender must be a minimum of thirty-six inches (36") and maximum of thirty-eight inches (38") in height, measured vertically from the ground to the top of the fender behind the front tires.

5.5. Roof:

- 5.5.1. The roof length from front to back must be a minimum of forty-four inches (44") with a maximum of fifty-four inches (54").
- 5.5.2. The roof width from side-to-side must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- 5.5.3. The roof must be mounted with positive contact to all four (4) corners of the roll cage with a minimum of four (4) bolts, one near each corner, with no spacers.
- 5.5.4. Roof must be level with the deck.
- 5.5.5. The roof must be mounted parallel to the body and near the center of the car as viewed from the front of the car.
- 5.5.6. A maximum one and one-half inch (1-1/2") roll, turned downward will be permitted along the front edge of the roof. A maximum one-inch (1"), ninety-degree (90°) bend, will be permitted along the rear edge of the roof. These modifications will be permitted to improve the strength of the roof. Any other modifications to the roof will not be permitted.
- 5.5.7. Flat and/or odd-shaped roofs will not be permitted. Bellied and hollowed roofs will not be permitted. Sun/anti-glare shields may not be used.
- 5.5.8. A maximum of two (2) roof edge bead rolls with a maximum height of one-half inch (1/2") the length of the roof will be permitted.
- 5.5.9. The maximum thickness of the roof at any point will be one-half inch (1/2").
- 5.5.10. The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.

5.6. Roof Supports and Window Side Panels:

- 5.6.1. All roof side panels must extend to the edge of the body.
- 5.6.2. The left and right sail panels must be between fifteen inches (15") and seventeen inches (17") at the top; between forty inches (40") and forty-three inches (43") at the bottom.
- 5.6.3. The window area may be covered with clear Lexan or transparent material. Both window openings must be covered, or both must be left open.
- 5.6.4. If sail panels are left open, they must maintain a border frame of two inches to three inches (2-3") at the top and sides, and three inches (3") at the bottom.
- 5.6.5. The maximum inside radius of either sail panel is three inches (3").
- 5.6.6. The left and right window panels must match.
- 5.6.7. A maximum bow of two inches (2") outward on the window side panels as viewed from behind will be permitted.
- 5.6.8. The front roof supports must extend forward to the rear of the hood. The front roof supports may be a maximum of four (4") wide. The left and right front roof supports must match.
- 5.6.9. A minimum of three inches (3") is required between sail panel and spoiler support.

5.7. Doors:

- 5.7.1. The door-to-door measurement must not exceed seventy-seven inches (77") in width at the top of the doors.

- 5.7.2. The door-to-door measurement must not exceed ninety inches (90") in width when measured at the bottom of the doors in the center of the car (including plastic).
- 5.7.3. The door-to-door measurement must not exceed ninety-four inches (94") in width when measured at the bottom of the doors at the widest point of the car (including plastic).
- 5.7.4. The doors must not exceed thirty-seven inches (37") in height when measured from the ground to the top of the door.
- 5.7.5. The door sides may not bow inward more than one inch (1") from top to bottom (including plastic).
- 5.7.6. Plastic door panels are permitted on the right side only.
- 5.8. Quarter Panels:
 - 5.8.1. The maximum distance from the center of the rear hub to the top quarter of the panel is fifty-four inches (54").
 - 5.8.2. The quarter panel must not exceed seventy-six inches (76") in width at any point as measured at the top of the panel.
 - 5.8.3. The rear deck must taper from where the quarter panel and door meet to the rear spoiler with a minimum width of seventy-two inches (72") and a maximum width of seventy-six inches (76").
 - 5.8.4. The maximum width for the quarter panels measured from outside-to-outside (including plastic) is eighty inches (80").
 - 5.8.5. The quarter panels may not break inward more than one inch (1") from top to bottom (including plastic).
 - 5.8.6. The maximum distance from the center of the rear hub to the rear trailing edge of the quarter panel is forty-nine inches (49").
 - 5.8.7. A minimum of two inches (2") of tire clearance between the tire and the body will be required.
 - 5.8.8. Left rear wheel opening between the quarter panel and the door must be a minimum of twenty-eight inches (28") with a maximum of thirty-three inches (33").
 - 5.8.9. Right rear wheel opening between the quarter panel and the door must be a minimum of twenty-nine inches (29") with a maximum of thirty-two inches (32").
 - 5.8.10. Skirting that extends behind the rear quarter panel will not be permitted.
 - 5.8.11. Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33") and a maximum of thirty-six inches (36") (including plastic) when measured at the front and rear of the quarter panel.
 - 5.8.12. The right rear quarter panel must extend downward from the deck twenty-seven inches (27") without plastic, or thirty-one inches (31") with plastic when measured at the front and rear of the quarter panel.
 - 5.8.13. Deck height will be measured at the nose piece splitter at a max height of fifteen inches (15") from the ground to the top. Deck height must be thirty-nine inches (40") from the top of the rear deck to the ground. n. Plastic quarter panels are permitted on the right side only.
 - 5.8.14. The quarter panel must not extend six inches (6") outward in a plumb line from the spoiler side.
- 5.9. Right Side Body:
 - 5.9.1. The quarter panel and door (to the fire wall) must be within one inch (1") of a straight line in all directions when measured at the top of the body.
 - 5.9.2. The quarter panel, door, and fender (to the fender top) must be within two inches (2") of a straight line in vertically when measured at the top of the body.
 - 5.9.3. The quarter panel and door must be within one inch (1") of a straight line where the skirting joins the door and quarter panel.
- 5.10. Spoilers, Spoiler Braces and Supports:
 - 5.10.1. Only aluminum rear spoilers will be permitted. A plastic breakaway panel of twenty-one inches (21") is permitted. All spoiler sides and braces must be aluminum.
 - 5.10.2. The maximum overall height of the rear spoiler is eight inches (8"). The maximum width of the rear

spoiler, including braces and/or supports, seventy-two and three-eighths of an inch (72-3/8").

- 5.10.3. The rear spoiler must begin at the deck and extend eight inches (8") from that point. Mounting hardware, hinges, etc. will be included for a total height of eight and one-quarter of an inch (8-1/4"). Suspending the spoiler to create a wing-type device will not be permitted.
- 5.10.4. The rear spoiler must begin at the rearmost point of the quarter panels.
- 5.10.5. Only three spoiler braces/supports will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler.
- 5.10.6. The outside spoiler supports must not be mounted any wider than the top of the quarter panel(s) and must be centered on the rear deck.
- 5.10.7. In the event that aluminum angle is used to brace the upper edge of the spoiler, the angle must not add to the height and/or length of the spoiler in any way.
- 5.10.8. The spoiler must be a single plane from top to bottom.
- 5.10.9. No offset spoiler sides permitted. Each spoiler side must be positioned in the same place at the T-bar on both left and right sides.
- 5.10.10. Spoilers must be made of aluminum or Lexan and must be securely attached to top edge at rear of deck.
- 5.10.11. Bolt-together spoilers must be assembled so that pieces are at the same angle.
- 5.10.12. Maximum of three (3) spoiler supports are permitted. Spoiler may be hinged to allow for adjustment to angle.

5.11. Interior:

- 5.11.1. The interior is permitted to be dropped to the middle (just behind the seat) of the car a maximum of five inches (5") below the top of the doors and minimum of twelve inches (12") below the roll cage.
- 5.11.2. The side window opening(s) must be fifteen inches (15") from the top of the door to the bottom of the roof.
- 5.11.3. Support bars that block the right window from the driver exiting the cockpit will not be permitted.
- 5.11.4. A rock guard can be no higher than seven inches (7") and no farther back than the front edge of the right-side headrest. It must taper to the deck at the back of the seat.
- 5.11.5. If the interior is dropped at firewall/back of the hood, that portion of the firewall must be filled in vertically with aluminum. Interior may be dropped a maximum of two inches (2") from the top of the hood.
- 5.11.6. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car at a maximum of seventy-degree (70°) angle from the deck.
- 5.11.7. Interior must run in a straight line (vertical and horizontal) across the back of the car at the spoiler. h. All interiors must be made of aluminum.

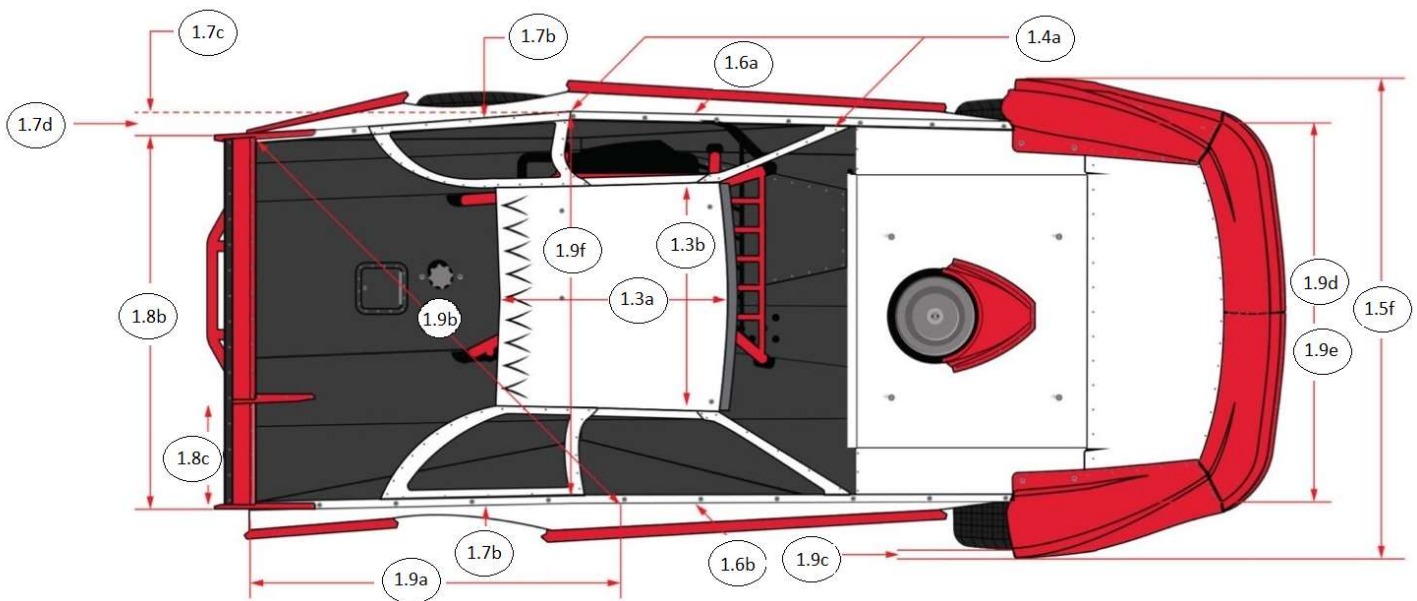
5.12. Driver Compartment:

- 5.12.1. A full metal firewall fabricated from magnetic steel and/or aluminum must encompass the driver's compartment from front to rear, on both sides and floorboards.
- 5.12.2. All cars must be equipped with a quick-release type steering wheel that is a full circle. c. Mirrors of any type will not be permitted.
- 5.12.3. Radios and/or electronic and/or data communication devices will not be permitted.
- 5.12.4. Any edge and/or sheet metal end in and around the driver compartment must be protected with trim and/or beading and rounded. Sharp and protruding edges will not be permitted.
- 5.12.5. A rock guard with a minimum of three (3) additional roll bars must be mounted in front of the driver.
- 5.12.6. Cockpit adjustable components with the exception of brake bias adjusters will not be permitted. Adjusters of any type, including but not limited to adjustable shocks, hydraulic or pneumatic weight jacks, trackers, ignition boxes, or similar adjustable components will not be permitted inside the cockpit of the car or within reach of the seated driver.

5.13. Body Skew:

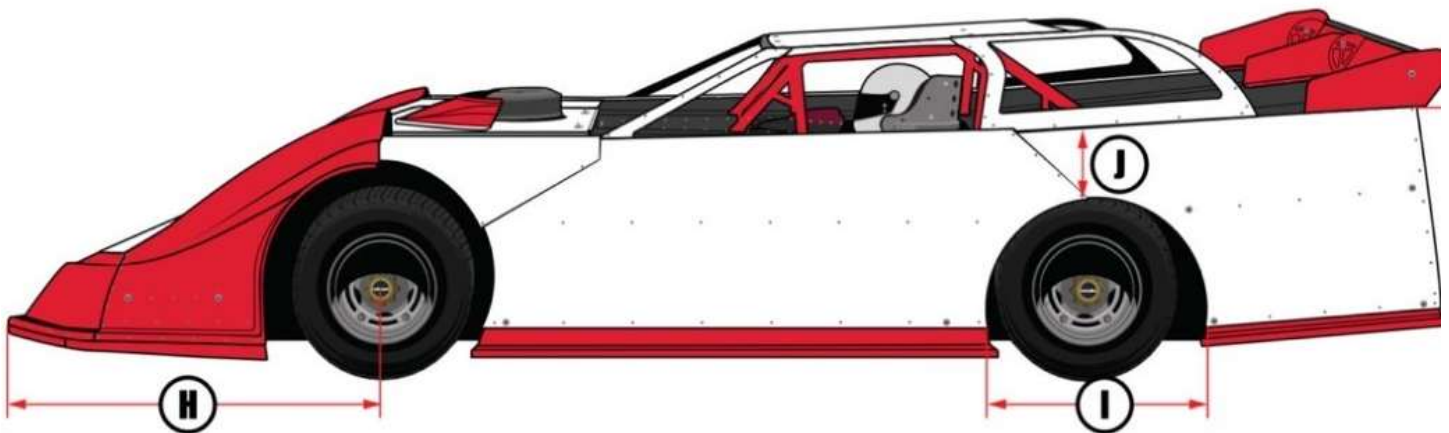
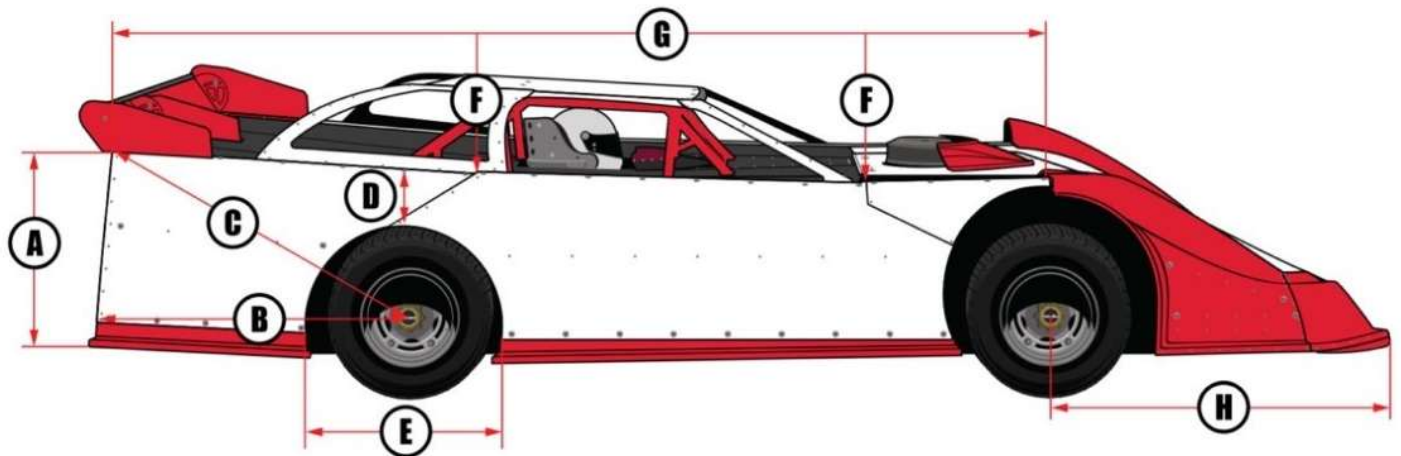
5.13.1. The measurement of the left rear quarter panel from the center of the hub to the rear of the quarter panel cannot exceed fifty-four inches (54"). Measuring seventy-two inches (72") from the left rear quarter panel to the right rear quarter panel, then ninety-six inches (96") forward along the right side door, the diagonal measurement from that point to the top of the left rear quarter panel must be a minimum of one-hundred seventeen inches (117").

5.14. Officials reserve the right, in the public image of the sport, to assign, approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All cars must be neat appearing and are subject to approval of officials to compete. By competing in an event, all drivers agree to comply with the decisions of officials in this regard.

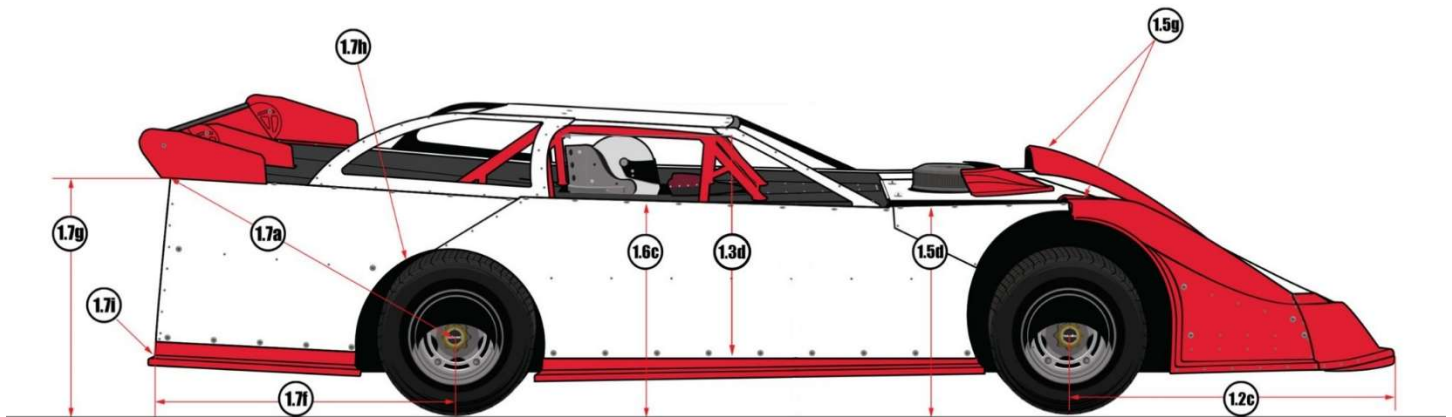


- (1.3a)** Roof length must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54")
- (1.3b)** Roof width must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52")
- (1.4a)** All roof side panels must extend to edge of decking
- (1.5f)** Front fender flares cannot extend beyond front tire more than one-inch (1") in width with the wheels pointed straight
- (1.6a)** Door cannot exceed seventy-seven inches (77") in it's entirety at top of door
- (1.6b)** Door cannot exceed ninety inches (90") in width at the bottom in the center of the car
- (1.7b)** The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center of the rear hub as measured at the top
- (1.7c)** Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, equally on both sides

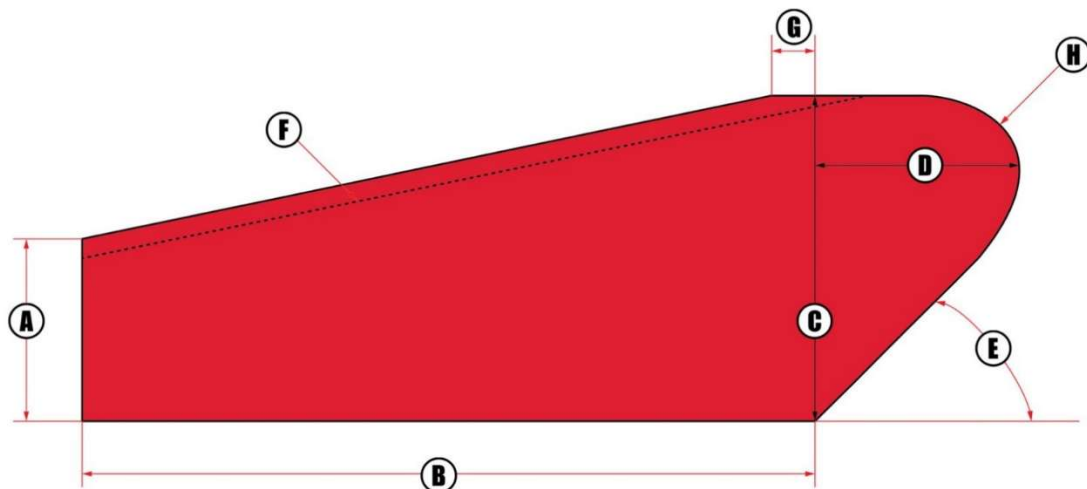
- (1.7d)** Four inches (4")
- (1.8b)** Maximum spoiler width is seventy-two & three eighths of an inch (72-3/8")
- (1.8c)** Breakaway panel maximum of twenty one inches (21")
- (1.9a)** Reference point. Ninety-six inches (96") from rear deck bar
- (1.9b)** Diagonal reference point. One-hundred seventeen inches (117") from left-rear spoiler to 1.9a reference point
- (1.9c)** Outside of right-front fender to outermost point of right front tire
- (1.9d)** Total width of fenders at center of tires must be seventy-six inches (76")
- (1.9e)** Total with of the top of the body at the back of the hood cannot exceed seventy-six inches (76")
- (1.9f)** Total width of the top of the body at the roof post cannot exceed seventy-six inches (76")



- | | |
|--|--|
| A Twenty-Seven inches (27") MINIMUM , Thirty-One Inches (31") MAXIMUM INCLUDING Plastic | G Two Inches (2") Drop from rear of car to top of fender |
| B Forty-Nine Inches (49") | H Fifty-Three Inches (53") |
| C Fifty-Four Inches (54") | I Twenty-Eight Inches (28") MINIMUM, Thirty-Three Inches (33") MAXIMUM. Opening at sheet metal MUST be a symmetrical circle |
| D Nine inch (9") MAXIMUM | J Ten Inches (10") MAXIMUM |
| E Twenty-Nine Inches (29") MINIMUM, Thirty-Two Inches (32") MAXIMUM | K Thirty-Three Inches (33") MINIMUM, Thirty-Six Inches (36") MAXIMUM INCLUDING Plastic |
| F One Inch (1") Drop | |



- 1.2c** Stock nosepiece can extend a maximum of fifty-three inches (53") from center of front hub to farthest point extending forward
- 1.3d** Minimum thirty eight inches (38") from bottom of roll cage to top of the floor pan
- 1.5d** Front fenders cannot exceed thirty-seven inches (37") in height measured from the ground
- 1.5g** The front fender flares may not be higher than fenders by more than four inches (4")
- 1.6c** Doors cannot exceed thirty-seven inches (37") in height measured from the ground
- 1.7a** Fifty-four inches (54") MAXIMUM center of rear hub to top corner of quarter panel
- 1.7f** Forty-nine inches (49") MAXIMUM length from center of rear hub to end of quarter panel
- 1.7g** Thirty-nine inches (39") MAXIMUM height from top of deck to ground
- 1.7h** MINIMUM of two inches (2") tire clearance from body
- 1.7i** Skirting cannot extend beyond the quarter panel



- A** Four and One Half Inches (4.5")
- B** Eighteen Inches (18")
- C** Eight Inches (8")
- D** Eight Inches (8")
- E** Forty-Five Degrees (45°) from mounting surface
- F** Broken line indicates one-half inch (1/2") MAXIMUM break
- G** One inch (1")
- H** Radius must be MINIMUM of two inches (2") at top rear
- NOTE** No more than three (3) spoiler supports permitted. Front edge of supports must be in line.
- NOTE** DIMENSIONS HAVE ZERO TOLDERANCE!

6. ARTICLE 6: ROLL CAGES

- 6.1. Round steel tubing, seamless roll-over bars are required for the basic roll cage and must be acceptable to officials. Acceptable tubing is as follows: minimum 1.500" O.D (.095) for mild steel and DOM tubing or (.062) chrome moly tubing. Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded.
- 6.2. Installation and workmanship must be acceptable to officials.
- 6.3. With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.
- 6.4. Must have a protective screen or bars in front window opening in front of driver's face.
- 6.5. A minimum of three (3) driver side door bars must be parallel to ground and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting in or out of the racecar. Side bars must be welded to the front and the rear of the roll cage members. Door bars and uprights must be at least one and one-half (1.5) inches in diameter at a minimum of eighty-three one-thousandths (0.083) of an inch thickness and be gusseted in place. The door bars must have four (4) vertical studs per side and must be equally spaced.
- 6.6. Driver side intrusion plate is mandatory, minimum of 1/8" thick, 16" high and 26" long and made of magnetic steel. Must be welded, bolted, or clamped on.

7. ARTICLE 7: CHASSIS

- 7.1. Wheelbase must be a minimum of 103 inches with no tolerance. Measurement will be taken from the center of the front hub to the center of the rear hub on the right side of the car.
- 7.2. No in-cockpit weight adjustment of any kind. No weight adjustments allowed within driver's reach.

8. ARTICLE 8: COCKPIT

- 8.1. Loose objects and/or weights are not allowed.
- 8.2. Air bags are not allowed.
- 8.3. Rear view mirrors are not allowed.
- 8.4. Floor and firewall must be complete in the driver's compartment. Interior sheet metal cannot be higher than or enclose a standard window opening. Sheet metal in the driver's compartment must be horizontal from the top of the driver shaft tunnel to the right-side door bars or angle from the top of the drive shaft tunnel upwards to the top of the right-side door bars. Driver must be able to exit the racecar from both sides.
- 8.5. Rack and pinion steering allowed. Rear mounted Power steering pumps allowed.
- 8.6. Quick-release coupling on steering wheel is mandatory. Plastic couplings are not allowed.
- 8.7. Factory-manufactured racing seats are mandatory and must be acceptable to officials.
- 8.8. Homemade aluminum, plastic, or fiberglass seats are not allowed.
- 8.9. High-back aluminum seats only. Full containment racing seats are strongly recommended. Must be properly installed.

9. ARTICLE 9: SUSPENSION

- 9.1. No bumps, or any other device to limit shock travel on the front of the car.
- 9.2. 4-Bar and Z-Link rear suspensions allowed.
- 9.3. **Springs**
 - 9.3.1. One spring per wheel.
 - 9.3.2. No progressive springs.
 - 9.3.3. One spring rubber allowed per spring.
 - 9.3.4. **25 lb. max** standard take up spring allowed.

9.4. Shocks

- 9.4.1. **One working/active shock per wheel.**
- 9.4.2. **Only the unaltered Afco 13 Series aluminum threaded body OIL shock allowed on the left front, right front, and right rear. Any standard valving allowed.**
- 9.4.3. **Only an unaltered Afco 13 series aluminum threaded body OIL shock or unaltered Afco 21 series aluminum threaded body GAS shock allowed on left rear. Any standard valving allowed.**
- 9.4.4. **An AFco 13/21 Series dummy shock or standard slider is allowed on the left rear only.**
- 9.4.5. Shock covers and/or rock deflectors allowed.
- 9.4.6. All shock must extend and compress to the manufacturer specified measurements.
- 9.4.7. No internal changes to the standard AFco internals except for a valving change.
- 9.4.8. Any valving allowed on any shock.
- 9.4.9. Track retains the right to exchange a single shock or all four (4) shocks with any driver finishing the feature in the top 5. Track can have exchanged shock/shocks tested to verify legality and return/exchange shock back with driver.
 - 9.4.9.1. Any driver found to have illegal shock/shocks will lose points and winning for that night's events.
 - 9.4.9.2. 2nd offense will result in same as first offense with \$500.00 fine.
 - 9.4.9.3. 3rd offense will result in \$1000.00 fine and loss of all points and winnings and possible suspension.
 - 9.4.9.4. All fines must be paid in full before driver can resume racing at any track associated with the GenX Series.

10. ARTICLE 10: ELECTRICAL SYSTEM

10.1. Battery:

- 10.1.1. Must be securely mounted inside frame rails and covered with a flap over the battery top.
- 10.1.2. One (1) 12-volt or 16-volt battery allowed. No Lithium batteries allowed.
- 10.1.3. Voltage converters are not allowed.
- 10.1.4. All battery posts must be securely covered.

10.2. Ignition:

- 10.2.1. MSD or HEI ignition will be allowed. No magnetos.
- 10.2.2. Only one **working** ignition box allowed. **A second ignition box must be unhooked. No switches allowed.**
- 10.2.3. **It must be clear which box is active when.**
- 10.2.4. Kill switch required within easy reach of the driver. The switch must be clearly marked "OFF" and "ON." Crank trigger ignitions are not allowed.
- 10.2.5. Digital gauges are not allowed. Digital tachometers are permitted.
- 10.2.6. Wiring elements must be accessible for technical inspection.
- 10.2.7. All cars must have rev limiter to meet 6800 RPM limit rule as specified for engine being utilized. This must be out of reach of the driver but easily accessible for inspection at all times.

11. ARTICLE 11: FUEL SYSTEM

11.1. Fuel:

- 11.1.1. Automotive gasoline with racing gas blend only. Up to E85 allowed in 2025. Nothing greater than E85 allowed. Specific gravity not to exceed .7855 at 60 degrees. No oxygenated fuels allowed except E85.
- 11.1.2. Additives of any kind are not allowed. No Nitrous oxide, propylene oxide, nitromethane, MTBE, hydrazine or ethylhexanol.
- 11.1.3. Penalty for illegal fuel is loss of points (track and national) and any cash and awards earned for that event along with a one-year probation.

- 11.1.4. Upper cylinder lubricants **ARE allowed.**
- 11.1.5. Electric fuel pumps are not allowed. Belt driven pumps are allowed.
- 11.1.6. Must be naturally aspirated.
- 11.1.7. Fuel injection is not allowed.

11.2. Carburetor:

- 11.2.1. 4-barrel carburetor allowed.
 - 11.2.1.1. **No twin blade carburetors.**
- 11.2.2. One 1" carburetor spacer is permitted with a maximum of 3/8" total gasket material between intake manifold and carburetor.
- 11.2.3. **No angled spacers allowed.**
- 11.2.4. **No part of the spacer can stick into the intake.**

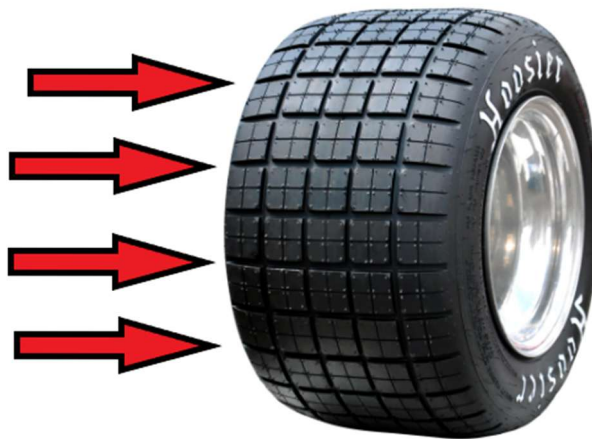
11.3. Fuel Cell:

- 11.3.1. Must be commercially manufactured and must be mounted utilizing at least two (2) steel straps. Straps must be two (2) inches wide at all measuring points.
- 11.3.2. Must be enclosed in a steel container and must be protected in rear of axle by roll cage tubing mounted securely.
- 11.3.3. No part may be lower than protective tubing. Protective tubing must be no wider than six (6) inches on both sides.
- 11.3.4. Fuel cell may be no lower than ten (10) inches from the ground.
- 11.3.5. Must have check valves.
- 11.3.6. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.
- 11.3.7. Limited to a maximum capacity of thirty-two (32) gallons.

12. ARTICLE 12: TIRES & WHEELS

12.1. Tires:

- 12.1.1. **Used** Hoosier Late Model tires- 30 or 40, or Hoosier 3 or 4. Tread depth will be 6/32. Greater than 6/32 is illegal.
- 12.1.2. Tread depth will be measured at the groove shown below.



- 12.1.3. Siping and/or grooving and/or grinding is allowed on all tires. 70-55 can be new.
- 12.1.4. Cleaning and conditioning of tires is permitted.

12.2. Wheels:

- 12.2.1. Any approved racing wheel allowed. Rim width must not exceed 14 inches. No knock-off hubs or

wheels.

- 12.2.2. Any hard surface wheel disc when used must be mounted under a bead lock or bolted to wheel by at least three (3) bolts. No other hard surface wheel disc may be used.
- 12.2.3. Carbon fiber wheels not allowed.
- 12.2.4. Stickers are not required.
- 12.2.5. Bleeder Valves are not allowed.

13. ARTICLE 13: BRAKING SYSTEM

- 13.1. Brakes must be operating during inspection.
- 13.2. Must have caliper and rotor on all four wheels.
- 13.3. Brake shut offs are allowed.
- 13.4. Front-to-rear brake bias is permitted.
- 13.5. Brake floaters are allowed.
- 13.6. Brake lines must be visible.

14. ARTICLE 14: DRIVE TRAIN

- 14.1. Drive Train- Steel, Aluminum, and Carbon Fiber drive shafts are allowed.
- 14.2. Transmission and working clutch required. Must be able to shift to forward and reverse with engine running. No direct drives allowed.
- 14.3. Quick change rear ends allowed. No limited slip quick change rear-ends of any kind.

15. ARTICLE 15: ENGINE

- 15.1. **(STARTING IN 2027 THE ONLY ENGINE OPTIONS WILL BE THE 9.5:1 CHEVY "SPEC" ENGINE AND THE 604 "CRATE" ENGINE)**
- 15.2. **OPTION #1:**
 - 15.2.1. Must utilize rev control box or ignition box with a 6800 RPM chip/setting. This must be out of reach of the driver, but easily accessible for inspection.
 - 15.2.2. **9.5:1 "SPEC" (The Chrysler and Ford engine packages listed below will not be allowed after the 2026 season)**
 - 15.2.2.1. All engines used in competition must be able to be used in conventional passenger cars.
 - 15.2.2.2. No Pontiac, Buick, Oldsmobile, AMC, or other engines allowed.
 - 15.2.2.3. Castings and fittings must not be changed.
 - 15.2.2.4. No machine work on outside of engine or on front or rear of cam.
 - 15.2.2.5. No aftermarket blocks allowed.
 - 15.2.2.6. No Bowtie, SVO or any special production blocks allowed.
 - 15.2.2.7. No splayed or aftermarket main caps allowed.
 - 15.2.2.8. No turning a block that was not produced as a 4-bolt main into a 4-bolt main block.
 - 15.2.2.9. No grinding or polishing of any kind allowed to the block. The two rear oil return holes in lifter galley can have the flashing ground out of the hole only. Lifter galley vent tubes are not allowed. Grinding for clearance for cam gear is allowed on front of block.
 - 15.2.3. Maximum overbore:
 - 15.2.3.1. Chevrolet 305, 307, & Ford 302 .060"
 - 15.2.3.2. Chrysler 318 .040"
 - 15.2.3.3. Chevrolet 327, 350 .060"
 - 15.2.3.4. Chrysler 340 .060"
 - 15.2.3.5. Ford 351's .060"

- 15.2.3.6.** Chrysler 360 .040"
- 15.2.4.** No Chevrolet 302 engine components allowed.
- 15.2.5.** All engines must not exceed 9.5 to 1 compression ratio.
- 15.2.6.** No intermarriage of rods or crankshafts to block allowed.
 - 15.2.6.1.** Example: 305 Chevy must run 305 rods & crankshaft 318 Chrysler must run 318 rods & crankshaft. 350 Chevy must run 350 rods & crankshaft 351C Ford must run 351C rods & crankshaft.
- 15.2.7.** Crankshaft must be stock production with I.D. numbers intact or aftermarket crankshaft with approved part number only.
- 15.2.8.** Aftermarket crankshaft and connecting rods allowed are:
 - 15.2.8.1.** Chevrolet:
 - 15.2.8.1.1.** Eagle Rod SIR5700BBLW • Eagle Rod SIR5700BPLW
 - 15.2.8.1.2.** Scat Rod P/N# 35700P • Scat Rod P/N# 25700P, Scat Rod P/N 25700 and Scat Rod P/N 35700
 - 15.2.8.1.3.** Eagle Crank 103503480 • Eagle Crank 103503480CM • Eagle Crank 103523480. Also allowed is: Eagle 435034805700 and Eagle one-piece rear main seal crank 435334805700.
 - 15.2.8.1.4.** Scat Crank Short P/N# 910442 • Scat Crank Short P/N# 910526. Also allowed is: Scat 4-350-3480-5700
 - 15.2.8.1.5.** Also allowed is: Manley Crank 190310 and Performance Engine Products crank DG3182D.
 - 15.2.8.2.** Ford 302:
 - 15.2.8.2.1.** Eagle Rod SIR5090FB • Eagle Rod SIR5090FP Eagle Crank 103023000
 - 15.2.8.2.2.** Eagle Crank 103023000-50. Also allowed is Eagle 430230015090
 - 15.2.8.3.** Ford 351W:
 - 15.2.8.3.1.** Eagle Rod SIR5956FP • Eagle Rod SIR5956FB
 - 15.2.8.4.** Chrysler 360:
 - 15.2.8.4.1.** Eagle Rod SIR6123CB • Eagle Rod SIR6123CP
 - 15.2.8.4.2.** Eagle Crank 103603580. Also allowed is Eagle 434033106123
 - 15.2.8.5.** Chrysler 318:
 - 15.2.8.5.1.** Eagle Rod SIR6123CB
 - 15.2.8.5.2.** Eagle Crank CRS103403310
- 15.2.9.** If using stock connecting rods and crankshafts, they must be O.E.M. to block.
- 15.2.10.** No lightening, grinding, knife edging or polishing of any type on any connecting rod or crankshaft, whether stock or aftermarket.
- 15.2.11.** Stroke must match block.
- 15.2.12.** No altered cranks.
- 15.2.13.** No lightening, grinding, knife edging or polishing of any type allowed.
- 15.2.14.** Balancing allowed, material removal by drilling only. No heavy metal allowed.
- 15.2.15.** Resizing journals is allowed up to .030 under size.
- 15.2.16.** Balancer:
 - 15.2.16.1.** No fluid balancers allowed (OEM balancers only).
 - 15.2.16.2.** Balancer may be degreed but must meet measurements specified below.
 - 15.2.16.3.** No hubs only allowed.
 - 15.2.16.4.** Chevy: Minimum diameter for 283-307 and small journal 327, 6 1/8 x 3/4 inch thick. Minimum diameter for 305-350 and large journal 327 minimum diameter 6 3/4 x 1 3/16 thick.
 - 15.2.16.5.** Ford: Minimum size of 6.61 x 1.5.

- 15.2.16.6.** Chrysler: Minimum size of 7.10 x 1.25
- 15.2.17. Rod:**
 - 15.2.17.1.** GM (OEM) powdered metal rods allowed, must remain 5.7" length.
 - 15.2.17.2.** Aftermarket rods allowed only if using approved part number.
 - 15.2.17.3.** Rod length must match block. No grinding, polishing, sanding of rods allowed other than balancing rod ends.
 - 15.2.17.4.** Maximum 3/8" bolts. No cap screws allowed on stock rods.
- 15.2.18.** Floating wrist pins allowed.
- 15.2.19.** A minimum of 3/4 inch (1" recommended) inspection hole in side of oil pan 2-1/2-inch down from pan rail in line with a journal. Inspection hole must be easily accessible to inspector; if not, the inspector may require removal of oil pan.
- 15.2.20.** Deburring is allowed on engine blocks, heads, and intake on the outside machined edges only, not to exceed .040 inches.
- 15.2.21. Cylinder Heads:**
 - 15.2.21.1.** Must be stock cast iron production or one of the following specified aftermarket cylinder heads:
 - 15.2.21.1.1.** Engine Quest EQ-CH3501 (Chevrolet)
 - 15.2.21.1.2.** Engine Quest EQ-CH318B (Chrysler)
 - 15.2.21.1.3.** Ford World Products Windsor Jr. #5303.
 - 15.2.21.1.4.** 1987-1995 Chevrolet "Swirl port" heads allowed.
 - 15.2.21.1.5.** Ford "302" GTP heads may be used on both the 302 & 351W.
 - 15.2.21.2.** Any evidence of sanding, polishing, relieving, grinding, porting, chemical treatment, or addition of material (chemical or otherwise) to the cylinder head ports or combustion chamber will cause the head to be declared illegal.
 - 15.2.21.3.** Cylinder heads with multiple angle valve grinds permitted.
 - 15.2.21.4.** The following heads will NOT be allowed.
 - 15.2.21.4.1.** No angle plug, bowtie, SVO, W-2,
 - 15.2.21.4.2.** Magnum, Vortec or any other aftermarket heads allowed at any time.
 - 15.2.21.4.3.** Some of the Chevrolet casting numbers NOT allowed include: 186, 187, 291, 414, 492, 461, 461X, 462, 432, 040, 041, 370, 10239906, 14011083, 14096217, 1012532, 10208890, or 12554290.
 - 15.2.21.4.4.** No Gen. II heads allowed.
 - 15.2.21.5.** No external sanding, grinding or removal of ID numbers.
 - 15.2.21.6.** Any relief cuts made below the valve seat must be made using a carbide cutter (no stones) and may not exceed more than 1/4-inch below the top of the valve seat.
 - 15.2.21.7.** No porting, polishing, grinding, or port matching allowed at any time.
 - 15.2.21.8.** Stock production valve spring diameter only. No beehive or tapered valve springs allowed.
 - 15.2.21.9.** No dual valve springs allowed on Chevrolet engines.
 - 15.2.21.10.** Screw-in studs & guide plates allowed. Pinning of press in studs allowed. Valley pan allowed.
 - 15.2.21.11. Rocker Arms:**
 - 15.2.21.11.1.** Stock type stamped steel rocker arms.
 - 15.2.21.11.2.** Chevy can run use PEP Rocker Arms-RR350A 1.5 3/8 stud, RR350 BSR 1.5 7/16 stud. Or, Elgin Rockers SSR-840 RS 1.5 3/8 stud, SSR-1840 RS 1.5 7/16 stud.
 - 15.2.21.11.3.** Ford can run a 1.6 ratio rocker arm.
 - 15.2.21.11.4.** Chrysler can run a 1.5 ratio steel rocker arm.
 - 15.2.21.11.5.** No stud girdles allowed.
 - 15.2.21.11.6.** No polishing, grinding, adding of foreign material or cutting allowed to combustion chamber.

15.2.21.11.7. Valve sizes cannot be changed. Heads cannot be angle milled.

15.2.21.11.8. The following valve sizes apply for aftermarket heads:

15.2.21.11.8.1. For EQ-CH3501, 1.94 intake valves and 1.50 exhaust.

15.2.21.11.8.2. Chrysler engines are allowed to run the Engine Quest head EQ-CH318B with the following valve sizes: intake valve 1.920" and exhaust valve 1.624" or intake valve 1.94" and exhaust valve 1.60". These are the only valve sizes allowed on this cylinder head. No angle milling allowed.

15.2.21.11.8.3. Ford engines are allowed to run the Ford World Products Windsor Jr. head, valve size 1.94 intake, 1.60 exhaust, no angle milling allowed.

15.2.22. Intake Manifold:

15.2.22.1. Chevrolet 305, 307 cid: Weiand #7547, 7546 or 7547, or Edelbrock 2701, 5001.

15.2.22.2. Chrysler 318 cid: Edelbrock #5076 or Weiand 7545 aluminum intake allowed.

15.2.22.3. Chevrolet 327, 350, Weiand #7547, #7546, #7547-1-intake only.

15.2.22.4. Chrysler 318-340-360 - #5076 Edelbrock or Weiand #7545

15.2.22.5. Ford Weiand #7515

15.2.23. Camshaft and Lifters:

15.2.23.1. No roller cams and lifters.

15.2.23.2. No mushroom lifters.

15.2.23.3. No bushing of lifter bores allowed.

15.2.23.4. Lifters must match block being used.

15.2.23.5. No gear drives allowed.

15.2.23.6. No coating, painting, or any other work to inside of intake manifolds, heads and block lifter galley allowed.

15.2.23.7. Must be made of magnetic material and be free to rotate.

15.2.23.8. Maximum of three lifter bores may be bushed.

15.2.24. Flat top or dished pistons only; no domed pistons.

15.2.25. No Dry Sump systems allowed, no external oil engine pumps allowed on any engine option.

15.2.26. Steel head motor setback 29.5" from the center of bottom ball joint to front of engine plate/engine bellhousing flange. Aluminum head motors 25.5"

15.3. OPTION #2

15.3.1. Must utilize a rev control box or ignition box with a 6800 RPM chip/setting. This must be out of reach of the driver, but easily accessible for inspection.

15.3.2. Unsealed 604 Crate

15.3.2.1. Bore 3.991"-4.060" block casting-no 10243880.

15.3.2.2. Deck height 9.025"+/-0.001"

15.3.2.3. Crankshaft forged steel P.N. 14088532

15.3.2.4. Piston-flat top, four (4) reliefs, 533 grams,

15.3.2.5. Connecting rod 5.7 length. 604.15 grams

15.3.2.6. Rod upper end 180.3, rod lower end 424.1 grams

15.3.2.7. Camshaft: hydraulic roller cam lift .474/.510 at valve. Duration at .50 208/221 cam lobe centerline 112 degrees

15.3.2.8. Roller rocker 1.5 ratio,

15.3.2.9. Cylinder head casting #12367712, valve size 2.00/1.55. Combustion chamber ccs 62, intake port ccs 205, exhaust port ccs 77, compression ratio 10.5, no tolerances.

15.3.2.10. All crate specs must meet all configurations and factory specs.

15.4. OPTION #3

- 15.4.1. Must utilize a rev control box or ignition box with a 6800 RPM chip/setting. This must be out of reach of the driver, but easily accessible for inspection.
- 15.4.2. **Ford Crate (This engine package will not be allowed after the 2026 season)**
 - 15.4.2.1. Hp9009 or hp9008 head or the ford crate head, no port work no cutting / grinding below seat. valve spring 130# at seat
 - 15.4.2.2. Block can be bored to .040 over.
 - 15.4.2.3. Piston's weight and ring pac must be the same as crate pistons 411/132 grams no custom pistons.
 - 15.4.2.4. Same cam specs as crate .528 intake and exhaust duration at .050 is 226.
 - 15.4.2.5. No porting on intake 2921 Edelbrock (this is the same intake Ford puts there # on for the crate.)
 - 15.4.2.6. Stock block or aftermarket block ok no lightening, recommended running main girdle with stock block.
 - 15.4.2.7. Steel oil pan same configuration as crate.
 - 15.4.2.8. Cast iron Oil pump in pan 3.4 stroke.
 - 15.4.2.9. Crankshaft no less 46#.
 - 15.4.2.10. 5.4 rods no less than 600 grams.
 - 15.4.2.11. No shaft rockers no stud girdles, same as crate but can be aftermarket.
 - 15.4.2.12. Timing chain no belt drive
 - 15.4.2.13. No titanium parts in/on motor

15.5. Headers, Radiator, Exhausts

- 15.5.1. Engines overflow tubes must be directed toward the ground and inside the frame rails.
- 15.5.2. Radiators must be mounted in front of the engine.
- 15.5.3. Exhaust & Mufflers: 1 Round tube headers only. Tri-Y headers are not allowed. All primary tubes must enter one collector at the same point. Stainless steel headers allowed. Step headers allowed.
- 15.5.4. Exhaust system and/or mufflers must be mounted in such a way as to direct spent gases away from the cockpit and away from areas of possible fuel spillage.
- 15.5.5. Mufflers may be required at track's discretion.
- 15.5.6. Exhaust sensors, merge collectors, dividing collectors and/or extension cones are not allowed. Collector extension or muffler and turn down may not exceed twenty-four (24) inches.
- 15.5.7. Zoomies, Crossovers and/or 180's are not allowed.

16. ARTICLE 16: WEIGHT

- 16.1. The overall weight of the racecar shall be measured at the conclusion of an event with the driver in the cockpit, wearing complete racing apparel. 2300 lbs.
- 16.2. Ballast:
 - 16.2.1. May not be mounted in cockpit, or outside of body or hood area.
 - 16.2.2. Must be securely mounted, painted white and clearly marked with the car number.
 - 16.2.3. Must be attached with at least two (2) one-half (0.5) inch bolts.
 - 16.2.4. May not be attached to rear bumper.

17. ARTICLE 17: SAFETY

- 17.1. It is recommended that each racecar have built-in fire extinguishing equipment but cannot be of the dry powder type (must be Halon 1211 or equivalent).
- 17.2. Drivers should have in their pit area as part of their equipment, at all times, a fully charged dry chemical, Halon (or its equivalent) fire extinguisher. Ten- or thirteen-pound fire extinguishers are recommended.

- 17.3.** Driver must wear required helmet, fire suit and five-point safety harness whenever the racecar is on the racetrack. This includes during track packing, warmups, hot laps and races.
- 17.4.** Helmets are mandatory and must be certified **SNELL SA2020 or SFI 31.1/2020 or newer**. (Helmet must accompany driver and racecar at time of inspection.)
- 17.5.** Complete one- or two-piece fire suits of a flame-retardant nature are mandatory.
- 17.6.** Fire-resistant gloves and shoes are mandatory. Fire-resistant socks are recommended.
- 17.7.** Belts:
 - 17.7.1.** The use of a five- six- or seven-point driver restraint system (safety belts, sub-belt, and shoulder harness) is required. Factory-type shoulder belts or straps are not allowed. The use of a seven-point driver restraint system is recommended.
 - 17.7.2.** Metal to metal buckles are required on shoulder and seat belts.
 - 17.7.3.** Shoulder harness must be mounted securely to the main roll cage.
 - 17.7.4.** Where the belt passes through the seat edges, a grommet must be installed, rolled, and/or padded to prevent cutting of the belt.
 - 17.7.5.** Driver restraint system must be less than three (3) years of age past the date of manufacture or by the manufacturers recommended expiration date.
- 17.8.** Window nets and/or intrusion bars with full containment seat, will be teched according to Wisconsin Late Model rules.
- 17.9.** Approved racing arm restraints are recommended.
- 17.10.** Fire-resistant safety neck collars are mandatory.
- 17.11.** Absolutely no plastic except from edge of firewall to body skin and inner wheel tub to body skin.
- 17.12.** No aluminum bumpers.

**A RULES FREEZE WILL BE IN EFFECT THROUGH THE END OF THE 2028 RACE SEASON.
EXCEPTIONS MAY BE MADE ONLY FOR SAFETY-RELATED UPDATES, PRODUCT AVAILABILITY
OR TO ADDRESS A COMPETITIVE ADVANTAGE.**

For rules clarifications call: Jeremy 507-530-7264