

2006 ASA Late Model Rules

All general rules plus the following apply to ASA Late Models:

All situations cannot be foreseen if there is a question ask first before you race after the race is to late!!

Competing models 1989 to 2006 American made automobiles only. No sports cars allowed. Minimum wheel base 106", plus or minus 2".

CAR WEIGHTS

All weights before race

Concept engine:

- The 4412 2bbl Carburetor @ 2750 lbs total weight. 58/42 left to right weight bias

Ace headed engine:

- The 4412 2bbl Carburetor @ 2750 lbs total weight. 58/42 left to right weight bias

9 to 1 engine:

- The 4412 2bbl Carburetor @ 2800 lbs total weight 58/42 left to right weight bias

I 94 Spec engine:

- The 750 CFM Carburetor @ 2700 lbs total weight. 58/42 left to right weight bias

ASA Crate Engine:

- The 650 CFM Carburetor @ 2675 lbs total weight. 58/42 left to right weight

All weights with the driver in car before feature.

Minimum ride height 4" without driver in car. chassis and or any other part or body parts must be higher than 4" from the ground.

Stock Clip Cars

25 lbs deduct off total weight

4 inch motor set back

66" max track width all other cars 64" plus or minus 1"

ADDED WEIGHT

Any weight (ballast) added to the car must be secured by 1/2 inch bolts. Loose weights are prohibited. No weights may be added outside the body. Added weights must be painted a bright color (safety orange or white) and have car number on weight in two places. Any ballast that falls off a car during competition cannot be returned to the car for determining weight after a race. **You will be disqualified.**

Concept

ENGINE BLOCK

Must be standard factory production cast iron.
May run 010 or bowtie block with concept
No aluminum blocks permitted.
No altering of engine block permitted.

Maximum cylinder bore diameter 4.040 inches

CRANKSHAFT

Standard steel or cast iron type only, minimum allowed weight of 43 lbs., stock angle crankshaft allowed. (Lightweight, knife-edge, undercut counter weight crankshaft are prohibited). SFI approved crankshaft required.

Must have same design as OEM crankshaft for the approved engine. Stroke must not be increased or decreased. Tolerance .020 +/-

CONNECTING RODS

Only I-94 approved steel rods allowed.
No titanium, aluminum, graphite or stainless steel rods or rods using 3/8" bolts or studs are prohibited.

PISTONS

Flat top pistons only - No part of piston may protrude above top of cylinder.
Maximum compression ratio 10.8 to 1 (a ratio of 10.9 to 1 or higher will not be allowed.) for concept engines.
Maximum engine displacement of 358 C.I. and minimum 350 C.I.

CAMSHAFT

Only flat tappet cam with stock diameter lifters allowed.
No more than 3 lifter bore repairs.
Lifters must rotate in their bores, on steel headed engines.
No roller, mushroom type lifters and inlayed cams are prohibited.
Maximum rocker ratio 1.6 to 1. Rev kits of any type prohibited.
Only steel push rods (titanium, aluminum or graphite are prohibited).
Roller cams will be allowed in 2bbl engines in 2004 Max lift on roller cam .625

CONCEPT HEADS

Only approved OEM cast iron cylinder heads of stock configuration allowed. Cylinder head is the Chevy cast iron bowtie part numbers 14011058, 10134392 and casting 14011034. Ford casting part numbers M-6049-N351. Mopar casting part number P249769 or P4529446 (W2).

Cylinder heads must be OEM to block being used. Angle milling is prohibited, valve angle must remain 23 and cylinder heads must remain stock, valves, rocker studs, head bolts and spark plugs may not be relocated. No polishing or grinding permitted to ports or runners. (Combustion chamber may be polished.) Minimum cc of the combustion chamber shall be 62 cc. A three-angle valve job may be done as long as no stones are used more than 1/8" above or below the head of the valve seat. (Bowl cutting is prohibited.) Intake 2.02, exhaust 1.60 for G.M., 2.02 and 1.625 for Chrysler, 2.046 and 1.656 for Ford "Cleveland," and 2.02 and 1.600 for Ford "Windsor", maximum allowable valve spring diameter 1.57 inches. Use of titanium valves in cylinder heads is prohibited. All original cylinder head identification markings must remain.

Only approved rocker arms allowed, maximum ratio 1.6 to 1. Shaft type rocker arms are prohibited. No more than 0.010 of an inch may be removed from any surface of the combustion chamber. The cylinder head to block surface may be machined a maximum of 0.050" from OEM. NO angle milling. Any evidence of chemical treating, acid dipping, acid flowing, abrasive blasting or other alterations to the original as cast in form or the addition of material to the ports or combustion chamber will cause those cylinder heads to be declared illegal.

CC Rule. Keep current rules the same on inspection but add the 187CC The heads can be CC'd without pulling the head by jacking the car up at inspection. Chrysler CC- 198, and Ford CC- 197 can also be tested with the whistler.

INTAKE MANIFOLDS

Any production type intake manifold allowed - provided it is readily available to all competitors from local race part suppliers. (Maximum cost \$350.00)

Maximum height of manifold is 7.5" (including any carb spacer and gaskets). The manifold height will be measured from the base of carb to top of cylinder block.

Only one flat gasket with maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed.

No additional material may be added to manifold.

No grinding or polishing of any part of the manifold - except you may match port the runners a maximum 1".

CARBURETOR

One carburetor only must be official approved.

Any 4412 Holley 2 bbl 500 cfm or Holley 4 bbl 390 hp cfm model number 6895, or 750 cfm 4 bbl 4150 series - 4779 list. 390 4 bbl radius cut top allowed.

Carburetor will be permitted stock carburetor with choke tower removed is approved (except 4412 2 bbl.)

OILING

Dry sumps allowed

9-1 motors

ENGINE BLOCK

Must be standard factory production cast iron.

May run 010 or bowtie block with 9-1

No aluminum blocks permitted.

No altering of engine block permitted.

Maximum cylinder bore diameter 4.040 inches

CRANKSHAFT

Standard steel type only, minimum allowed weight of 43 lbs., stock angle crankshaft allowed. (Lightweight, knife-edge, undercut counter weight crankshaft are prohibited). SFI approved crankshaft required.

PISTONS

Flat top pistons only - no part of piston may protrude above top of cylinder.

9 to 1 aluminum headed motors will have a 9.5 to 1 compression ratio (a ratio of 9.6 to 1 or higher will not be allowed).

Maximum engine displacement of 358 C.I. and minimum 350 C.I.

Aluminum headed motors may use dished or inverted dome pistons.

CONNECTING RODS

Only I-94 approved steel rods allowed.

No titanium, aluminum, graphite or stainless steel rods or rods using 3/8" bolts or studs are prohibited.

CAMSHAFT

No more than 3 lifter bore repairs.

Maximum rocker ratio 1.6 to 1.

Only steel push rods (titanium, aluminum or graphite are prohibited).

9 to 1 Aluminum headed engines are allowed roller cams and rev kits

9-1 HEADS

All cylinder heads must be approved by I-94 and all modifications must be submitted to I-94 before any proposed modifications will be approved. All cast in part numbers must remain unaltered.

Painting and /or coating of the heads will not be permitted.

No 18-degree heads.

Approved heads are:

general motors

- | | |
|----------------------|-----------------|
| a. air flow research | AFR 215 and 220 |
| b. all pro | AP227 |
| c. brodix | 3941075 |
| d. Chevrolet | 10051101 |
| e. Edelbrock | 7755 |
| f. Pontiac | 10033867 |

ford

- | | |
|--------|--------------------------------------|
| Brodix | 3941078 |
| Ford | M-6049-C302 with 4 degree valve cant |

For all 9.5 compression motors the cylinder heads must be acceptable to I-94 officials and meet the following requirements:

Only steel or titanium valves will be permitted

Only magnetic steel valve springs will be permitted

Only 2 valves per cylinder will be permitted

There are no valve size restriction

Internal polishing and porting will be permitted

Spark plug holes must remain in stock location

Valve angle must remain within 2 degrees of stock angle

Valves must remain in the stock location in relation to the cylinder bore centerline

INTAKE MANIFOLDS

Any production type intake manifold allowed - provided it is readily available to all competitors from local race part suppliers. (Maximum cost \$350.00)

Maximum height of manifold is 7.5" (including any carb spacer and gaskets). The manifold height will be measured from the base of carb to top of cylinder block.

Only one flat gasket with maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed.

No additional material may be added to manifold.

May be polished and ported

Not permitted will be:

Added directional devices will not be permitted inside the intake manifold

Air holes will not be permitted to be opened in the intake manifold

Painting and /or coating of the intake manifold will not be permitted.

CARBURETOR

One carburetor only must be official approved.

Any 4412 Holley 2 bbl 500 cfm or Holley 4 bbl 390 hp cfm model number 6895, Carburetor will be permitted stock carburetor with choke tower removed is approved (except 4412 2 bbl.)

OILING

Dry sumps allowed

I -94 SPEC ENGINE

1. Maximum 360 cubic inch displacement, 364 Chrysler. Maximum bore as follows: All engines .040 max over

2. Stroke as follows;

! 3.480 for GM

! 3.500 for Ford

! 3.580 for Chrysler 360

! 3.313 for Chrysler 340

3. Crankshafts to have minimum main journal size of:

! 2.410 for GM,

! 2.210 for Ford

! 2.460 for Chrysler.

! Standard cast type only, minimum allowed weight of 50 lbs (Lightweight, knife-edge, undercut counter weight crankshaft are prohibited).

! Undercut end counters weight only.

4. Maximum compression ratio allowed will be 10:1. No tolerance.

5. May use stock OEM rods or a sportsman rod:

! Chevrolet 5.7

! Ford 5.995

! Chrysler 6.123

! Minimum weight of all rods 565 grams

6. Only approved OEM production cylinder heads to be used (PRIOR TO COMPETITION). Approved cylinder heads are as follows:

! Ford - M-6049-P303, M-6049-M50, and M-6049-GT40x

! Chevrolet - Chev Vortec Head 12529093, 12558060, or 10185087, 12556463

! Chrysler P5249459 and P4529269

! Cylinder heads must be OEM manufactured to the block that is being used. Method of inspection for the runners will be cc'd according to manufactures published standards. Chev 187 and CCChrysler CC- 198, and Ford CC- 197 In case of protest your head will be removed and taken to an engine builder to determine if legal.

! No grinding or polishing of any kind to the ports, runners, or combustion chambers. No use of any substance that may change or alter the shape or size of the ports, runners, or combustion chambers. All valves must be stock to the head that is being used. Valve seals and guides to remain as manufactured and in their cast positions. Minimum combustion chamber size to be 62 cc volume. Valve angle to remain as

manufactured. No titanium valves allowed. Runner volume must be stock for the heads being used.

! Max intake valve size 1.94 and Max exhaust valve size 1.50. for any head

! Rocker arms must be OEM type. Maximum rocker arm ratios stock for that engine: 1.5 for GM, 1.6 for Ford, and 1.5 for Chrysler.

7. The only Approved intake manifolds are the Edelbrock RPM performer:

! GM 12366573 or 2116 or 7116 Edelbrock

! Ford M-9424-V351 or 2181 or 7121 Edelbrock

! Chrysler P445-2891 or 2176 or 7176 Edelbrock

! No grinding, cutting or polishing of manifolds is allowed anywhere.

! Only one flat gasket with a maximum thickness of .120 inches may be used between the intake manifold and the cylinder head.

! No spacers or wedge type gasket allowed.

8. Only standard type flat tappet hydraulic cam or hydraulic roller lifters allowed. Solid, roller, or mushroom type lifters and inlayed cams are not allowed. Maximum lift, 525.

9. 750 cfm, 4-bbl Holley carburetor is permitted. Approved Holley 4151, 390 cfm, 4-bbl carburetor and 500 cfm, 4-bbl (no. 4755) are optional. Stock carburetor with choke tower removed is allowed.

10. Minimum 3/4-inch inspection hole inside of oil pan 1-1/2 inches down from the pan rail in line with a journal. Inspection hole must be easily accessible. If there is a windage tray must have hole in that also to see inside motor
No dry sump systems allowed.

Aluminum Head Concept Engine (A.C.E)

MUST BE ABLE TO SELL Heads \$2300.00 Complete with all hardware, valves, valves springs, retainers, keepers and guide plates. 11/32 Valve Stem or 5/16 Valve Stem Intake Exhaust Intake Exhaust GM-Ford BRODIX BR81019 BR81621 Engine Tech BR810198 BR81621 FERREA F1121P F1476P MANLEY 11818 11595 REV CL-1643 CL-1604 CL-8003 CL-1171 Mopar BRODIX BR60029 BR60037 Duration rule, 270 at 50 thousands. All valve spring size 1.55 Max.

Rollers cams will be allowed in 2bbl engines Max lift on roller cam .625.

A. Heads stock out of box.

B. If anything has touched the heads just add 100 pounds.

Rocker 1.6 Max. No shaft rocker arms except on Mopar Engines. Magnetic steel lifters---No ceramic lifters---No rollerized camshaft journals. Can rebush lifter bore. Must retain stock lifter for that Engine---Cam journals must be stock for Engine Mechanical Lifters total lift.600 inches.

Steel or Titanium Valve Spring Retainers OK. May have one extra water line per head.

Maximum height of manifold is 7 inches (including any carb spacer and gasket) HVH-1000-1003 Edelbrock 2975- 2972- 2925 Bowtie-100-51102 Dart-

4.000 Min.-4.045 Max. inch Engine bore. Stroke 3.500 Maximum Min. Cubic inch 350-Maximum Cubic Inch 358. Maximum Cubic Inch only. Minimum 1.900 rod

journals or any under sized journals under factory dimensions (Honda crank).
Magnetic steel rods only-- NO Aluminum, Titanium, Or Plastic Rods...
MUST CONFORM TO SPECS WITH CONCEPT IRON HEAD Engine, must have 7/16 rod bolts Max. 4-Stage oil pump No high dollar blocks, or any other high dollar parts without official approval. ALL BLOCKS MUST BE STOCK APPEARING AND MUST BE IRON (Including oil filter housing). No grinding of any kind including the valley under intake. A MSD Style Ignition only.. No Crank trigger ignition, Adjustable timing controls, Magnetos, Computerized system, or Retard or ignition delay.

What a Engine builder can do to these heads.....No cutting, port matching grinding or blasting of any kind...intake port matching is allowed to 1" max...All blocks must be stock appearing and must be iron....Iron valve job: cutting on the seat only, no reshaping of valve guides or cutting them down.....May install extra water inlets one per head if needed...

Engine Builder/driver must have heads registered with track/brodix. If head is in need of repair consult tech official or return to brodix

ASA Crate Motor

G.M. 410 horsepower crate engine, part number 88958604 OR the FORD crate engine, part number M-6007-D347. DODGE crate engine, part number P5007958. All engines will be sealed by the manufacturer and or by a certified I 94 Raceway/Fergus Falls Raceway engine builder. Any team found to have tampered with engine seals will be subject to suspension from competition. I 94 Raceway/Fergus Falls Raceway officials reserve the right to impound and or replace any competitors crate motor at any time. Any engine found altered and deemed illegal will be confiscated by the Track.

MISC ALL MOTORS

Headers allowed. No aluminum blocks. Engine may be moved back a maximum of 2 inches (ford 4" with wetsump pan only) behind upper ball joint in line with the furthest spark plug on V-8. No V-6 allowed. Engine crankshaft center must be a minimum of 10 inches from the ground.

1" plug in oil pan under rod journal **mandatory**. Approved cylinder heads only, must have all numbers/markings on head/intake/block. No angle cutting of block. No reverse rotation motors.

INSPECTION

A 3/4"-1" plug must be installed in the oil pan for inspection purposes. This hole must be directly under or side of the rod journal.
If a windage tray is used, a hole must be provided in line with the hole in the oil pan. Cylinder heads removal after may be required for inspection purposes.
Non-compliance with the specification outline herein will subject the participants (owner/driver) to disqualification, loss of monies and points earned at that event. Owner/driver must provide tools to remove valves at racetrack.

PROTEST FEES

\$100.00, P & G and compression test any 4 cylinders, rocker arms and push rods.
\$500.00, one cylinder head removal and inspection (ports, valves size, cc's in head or runners, bore and stroke, visual inspect cam, measure lifter size).

\$100.00, simple connecting rod and crankshaft inspection, via inspection holes.
\$1,250.00, remove engine from car, remove oil pan, check connecting rods and remove crankshaft for weighing.
25% of all protest fee (not to exceed \$250.00) will be retained by the track; the remaining balance of the fee will go to the winner of the protest.
The track has the right to take apart any engine that they feel necessary.

AIR CLEANER

All cars must be equipped with an air cleaner during competition.

AIR INTAKE

Forward intakes are not allowed. Air boxes are permitted. The back of the air box must be flat. No devices for directing the flow of the air into the air cleaner are permitted

SUSPENSION

Suspension may be either stock, coil over or leaf. Quick change or full floating rear ends are mandatory. No computer or hand operation controlled suspension. NO aluminum tubes, titanium axles, cambered rear ends, aluminum rotors, carbon fibre rotors. No lift bars in any form.

Shock max cost \$500 per corner not including the canister

BRAKE COMPONENTS - FRONT & REAR

Each wheel must be equipped with a brake in proper working condition. No computerized or electronic traction control devices permitted. Disc brakes mandatory. Inboard brakes prohibited. Disc brakes rotors must be steel. No aluminum or composite rotors. Brake balance bar, or brake proportioning valve is permitted.

Brakes - 4 piston only. \$450 retail cap on the cost of the calipers. The retail cost can be found in any parts catalogue. ROTORS- Floating rotors will be allowed by all tracks!

BODY

Body must be mounted on frame so that it is stock appearing. Body components must remain the general contours of stock components and may not be excessively shortened, narrowed, lengthened or deformed. Roof must be centered in relation to body. FULL size roof. No forward air intake for carb. Back end must be enclosed with either metal or solid type enclosure. Enclose rear end of deck lid above bumper - no holes. No part of body may extend more than 3 inches outside of tires. Maximum overall width is 82 inches (measured from outside of tires or body). Tow hooks required. Rear tow hooks mandatory. All measurements are taken with the driver out of the car.

Hinged or removable trunk lid MANDATORY.* 6" x 18" minimum area.

See www.fivestar-online.com/tips-1.html <<http://www.fivestar-online.com/tips-1.html>> for the Five Star Short Track Body Dimension Chart. We will use this for body measurements along with the referee so make them fit the template.

Minimum ride height 4" without driver in car.

Chassis and or any other part or body part must be higher than 4" from the ground.

REAR SPOILER

Rear spoiler must not exceed 5 inches in height or 60 inches in width. No rudders or forward mounting brackets are allowed. 39 1/2 inch max height from ground to top of spoiler.

COOLING SYSTEM

Electric fans are permitted. Use of antifreeze is **prohibited**. All cars must be equipped with an overflow or catch tank. Factory catch tanks are permitted. Tin cans are not permitted. Radiator must mount in front of engine. Fan shroud mandatory when using pump mounted fan. Shroud must be 3 inches wide and in line with fan.

MUFFLERS

Mufflers required. Decibels will be checked. Any car not meeting 95 decibels *WILL NOT RACE*.

Due to ordinances throughout the country all exhaust systems must exit underneath the car, no exceptions. No exhaust shall exit through the passenger doors. All exhaust systems must have mufflers that are not tampered with.

DRIVERS COMPARTMENT

Aluminum seats *mandatory*, leg and shoulder protectors *Highly recommended*, center of seat 16 1/2" to 18 1/2". Headrest on seat is *Highly recommended*. Head and neck restraints highly recommended.

Driver's compartment, such as firewall, floorboards and trunk area must be sealed off with 22-gauge steel or 18 gauge aluminum. No fuel lines in driver's compartment. The center of the steering wheel must be padded with resilient material. Master shut-off highly recommended and on/off clearly marked.

WINDSHIELD

Car must have full windshield, plexi-glass. (No side windows). 10-inch maximum vent window. Window nets are *mandatory*. (Large mesh 12-inch length) window nets will fall down and will snap with seat belt snap on top front corner of window net. Sprint car net or triangle net on driver's side window in addition to the standard window net is HIGHLY RECOMMENDED.

ROLL CAGE

NO ALUMINUM STRUCTURAL COMPONENTS!† There will not be any aluminum structural parts allowed! Bumper to Bumper, Door to Door, The only exceptions will be bolt on cross bars in the engine compartment. No other part of the chassis structure will be aluminum. Everything must be Steel and per your thickness requirements

All main frames must be after market construction. No stock passenger car frames allowed. All main frame rails must be steel box tubing minimum 10 inches in circumference and must have a minimum wall thickness of 0.095 inches in main cage area and .083 in the front and rear clips.

The front stub may be stock passenger car or after market construction. Roll cage installation and workmanship must be acceptable to I-94 Officials.

The roll cage must be a four-post design consisting, in general, of: a vertical main hoop; roof or top hoop; and left and right front post. It is recommended that all right angles must be gusseted.

The main hoop must connect to the left and right frame rails, behind the driver, and be diagonally braced. The main hoop must have a horizontal bar at the midpoint. All

bars in the main hoop must be round steel tubing no less than 1-3/4 inches in diameter and have a minimum wall thickness of 0.095 inches. The top hoop must attach to the main hoop, and left and right front posts. A horizontal "dash" bar must connect the left and right front posts. All bars in the top hoop, left and right front posts, and dash bar must be round steel tubing no less than 1-3/4 inches in diameter and have a minimum wall thickness of 0.095 inches. The driver's side must be equipped with four, or more, equally spaced horizontal bars. The door bars must be connected by two, or more, equally spaced vertical braces and must attach to the main frame by two, or more, equally spaced vertical braces. A foot protector bar is mandatory. All driver side door bars and braces must be round steel tubing no less than 1-3/4 inches in diameter and have a minimum wall thickness of 0.095 inches. All door bars on the driver's side must be plated. Plating of 1/8" steel must extend from the front pedal plate to rear main hoop and from top door bar to bottom frame rail.

The top door bar must be no less than 29 inches from the ground.

The passenger side must be equipped with a minimum of three door bars. Two of the bars may be "X" design. Horizontal bars must be equally spaced and connected by two, or more, equally spaced vertical braces. All passenger side door bars and braces must be round steel tubing no less than 1-3/4 inches in diameter and have a minimum wall thickness of 0.083 inches.

On offset chassis cars, the outward passenger side bar must curve inward at the front and attach to the frame.

The jack posts must be guarded, or inside the body.

All roll bars exposed to the driver must be padded.

No tail-pipe tubing allowed

FUEL CELLS

Fuel cells with rubber bladders highly recommended.

Fuel cell plates **or** fuel cell tubs are mandatory.

Fuel cell protector plate 1/8" thick steel must be mounted on outside of frame rails. The plates must cover the sides and rear of the fuel cell and be official approved. Fuel cell minimum height 11 inches. Fuel cell must be banded both ways with two straps each way. 1-inch minimum straps.

Fuel cell tub 1/8" thick steel with one-inch lip. Front, bottom and rear will be one piece. The top of the box will use current 18 or 20 gauge top with 1 inch by 1/8" straps with two in each direction.

All fuel cells must have check balls in place. *Racing pump fuel only!* All fuel must meet specific gravity of fuel sold at the track and by the track.

TIRES

Maximum rim width 10". Maximum tread width 64" plus or minus 1/2". 17 lbs minimum wheel weight. Wheel studs must be a minimum of, 5/8 inch in diameter. Wheels must be attached with 1 inch lug nuts. No unauthorized treatment to tire of any kind. Tires can only be purchased at I-94 Raceway and stamped by I-94 Raceway

MISCELLANEOUS

Fire resistant suits are *MANDATORY*. Gloves are *MANDATORY*. SNELL SA 2000 or newer helmets. Recommended All cars have operation 5 lbs ABC rated fire extinguisher.

ALL cars must have 16 inch numbers printed on both sides of the car, in contrasting colors and be clearly visible to scorers. Also 6 inch number on the front of the car for line-up purposes. **NO DUPLICATE NUMBERS.**

FLAGMAN AND JUDGES have *FULL AND FINAL* decision on all races. *ALL* rules subject to change by track officials or promoter. If a car/driver is disqualified, the remaining cars will not be moved up in finishing positions. Track officials will review all decisions and reserve the right to amend the finish in the event of an error. *ALL* cars are subject to inspection by track officials at any time whether safe or unsafe to compete. Head tech inspector will make final decision whether legal or illegal. If a car fails post-qualifying inspection, the slowest lap will be used and will start in the rear of all events. *ANY* driver entering or driving in the pit area unreasonably will NOT be paid that night. Any unjustified action on or off the track will result in suspension from the track or pit area and loss of pay. *ALL* cars must compete in 75% of weekly shows, and attend our annual awards night to be eligible for our annual point fund.

DRIVER MUST HAVE SCANNER TO HEAR THE TOWER/SPOTTER FOR LINEUPS. SPOTTER MUST HAVE AT LEAST A FRP. Radio frequency MUST BE registered with the tower.

AMENDMENT OF RULES

I-94 Raceway reserves the right to add to, delete, supersede or modify any rules, exhibits or drawings that I-94 Raceway deems necessary for the betterment and/or safety of racing. Participants shall be responsible for being aware of and complying with all amendments issued in the form of technical bulletins.

All rules subject to modification at Track's discretion.

2006 TIRE RULES more info to follow

Any questions on any of these rules, please feel free to talk with our tire Marshall or Competition Director.