

Rockford Speedway

2019 Super Late Model Rules and Specifications

A. Eligible cars and bodies

1. All competing cars will be full-sized, stock American manufactured passenger car bodies that conform to the current ABC body rules are allowed, 2004 or newer. New GEN 2 BODY ALSO ALLOWED. Current ABC body rules apply unless otherwise specified herein. Refer to ABC rulebook. Body guidelines will be posted at [Http://www.abcodies.com](http://www.abcodies.com)
Wheelbase 103 plus or minus 2" front and rear tread width is a maximum of 66 inches. Over 66" is not allowed.
2. No attempt to get any aero advantage allowed, panning of nose or sides, windows, side skirts noses, tail panels, etc. Allowed max radiator panning is 29".
3. Five Star bodies or flat 12" side vent windows only.
4. 3 window braces front and 2 rear window braces. Must be approved.
5. No holes in any body panels or windows to exhaust air.
All holes or vents must remain open for qualifying except nose panel.
6. The ABC Referee will be the official method of body measurement at Rockford Speedway, including tread width.
 - a. No panels to extend tops of doors
 - b. No panning of bottom of car except from radiator to front bumper and between frame rails. For intake to radiator.
 - c. Exhaust that exits from door must be flush and must have door flange and mounted flush to door
 - d. Add to ABC rules MEASUREMENT "A" must be a minimum of 11.5" and nose measurement must be 20" minimum from hood to bottom of the nose.
 - e. Right side door inner panel must drop down from the door and must be approved by an official
 - f. The use of a 6.5" CLEAR spoiler will be mandatory.

B. Engines Antifreeze is strictly prohibited.

1. Block must be cast iron (Exception: LS spec engines only)
2. No 18 degree or SB-2 Chevrolet heads
3. Minimum crank height is 10" measured from the center of the forward crank bolt or back of crankshaft.
4. All GM cast iron engines must be located so that the centerline of the forward most spark plug hole is no more than 4" back from the center line of spindle (measured with referee) Ford, Mopar, and LS engines may be located so the center of the forward most spark plug hole of the engine is a maximum of 4" rearward of the centerline of the spindle (will be measured with referee).

C. ACE Type Engines

Carb Spacer: Spacers can be 1-1/2" max and bores may be tapered. Ford Ace with 2934 intake max 5/8" spacer.

Must be able to sell heads, complete for \$2,500.00 (hardware, valves, valve springs, retainers, keepers and guide plates)

ACE cylinder heads and intake manifolds must be unmodified. Machining, cutting, grinding, abrasive blasting, use of chemicals, or any alterations to change or alter the cylinder head or intake manifold from its as cast state is prohibited unless allowed per rule below:

Valves 11/32 Valve Stem or 5/16 valve stem may be used. 3/8 or 5/16 push rod allowed. No titanium valves allowed. All valve spring sizes must be 1.56 max. No shaft rocker arms allowed except on Mopar engines. Steel or titanium valves spring retainers are permissible. 4 or 5 stage oil pump allowed. May have one extra water line per head. Valve job may be blended into combustion chamber 3/8" from seat.

1. Ace Engine Manifold

Any production type intake manifold allowed - provided it is readily available to all competitors from local race park suppliers (maximum cost \$375). Maximum height of manifold is 7.25 inches (including any carb spacer and gaskets). The manifold height will be measured from the base of the carb to top of the cylinder block. Only one flat gasket with a 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 with a maximum of 1 inch.

2. ACE Engine Pistons

Flat top pistons only – no part of piston may protrude above top of cylinder. (maximum) Compression ratio 10.5:1 (10.5:10 is illegal). Maximum engine displacement for GM and Ford is 362c.i. inches, Dodge will be 360 c.i. and minimum 350 c.i. for GM, 346 c.i. for Ford.

3. ACE Engine Cam Shaft

The max lift on any roller cam is .625. Duration rule is 270 at 50 thousandths. No mushroom type lifters. Inlayed cams are prohibited. The maximum rocker ratio is 1.6 to Rev kits of any are prohibited. Only steel push rods (titanium, aluminum or graphite are prohibited). No roller bearing cam shaft journals. Magnetic steel lifters, no ceramic.

4. ACE Engine connecting Rods

Only Rockford Speedway approved steel rods allowed. No titanium, aluminum, graphite or stainless steel. Rods using 3/8 inch bolts are allowed.

5. ACE Engine blocks

Must be standard factory production cast iron (only 010 or bowtie approved). No aluminum blocks permitted. No altering of engine block permitted. Absolutely no grinding or lighting of blocks. The use of aftermarket blocks will be allowed in ACE engines. The engine builder must be on the approved engine builder list. NO big bore short stroke ACE engines will be allowed. No carbon composite or light weight blocks allowed.

6. ACE engines crank shaft

Standard steel type only minimum allowed weight allowed of 43 lbs. (or stock type for block used). Stock angle crank shaft allowed. Lightweight, undercut counterweight crank shaft are prohibited. No Honda journal crank shafts. Stroke 3.400 min. to 3.500 max. Minimum 1.980 – rod journals or any undersized journal under factory dimensions.

7. ACE Inspections

A 1.5 "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 head removal after any race may be required for inspection purposes. Driver or team must have tools for removal of all parts at track.

D. 9 To 1 Aluminum Head Engines

1. **Engine Block** – Must be cast iron, no carbon composite or light weight blocks allowed. Must be stock appearing,
2. **Crankshaft** – Standard steel type only, minimum allowed weight of 38 lbs., stock angle crankshaft allowed.
3. **Pistons** – flat top pistons. No part of piston may protrude above top of cylinder. 9 to 1 aluminum headed engines will have a 9.5 to 1 compression ratio. (a ratio of 9.51 to 1 or higher will not be allowed). Maximum engine displacement 362 c.i. and minimum 347 c.i. aluminum headed engines may use dished inverted dome pistons.
4. **Connecting Rods** – Only Rockford Speedway approved steel rods allowed. No titanium, aluminum, graphite rods or stainless steel allowed.
5. **Camshaft** – only steel push rods (titanium, aluminum or graphite are prohibited). 9 to 1 aluminum headed engines are allowed roller cams and rev kits.
6. **Heads** – all cylinder heads must be approved by Rockford Speedway and all modifications must be submitted to Rockford Speedway before any proposed modifications will be approved. All cast in part numbers must remain unaltered. Painting or coating of the heads will not be permitted. No 18-degree GM heads. Heads that are already approved are on file with Rockford Speedway. All other heads must be approved prior to any competition by Rockford Speedway officials. For all 9.5 compression engines, the cylinder head must be acceptable to Rockford Speedway officials and meet the following requirements:

Only steel or titanium valves will be permitted. Only magnetic steel valve springs will be permitted. And only 2 valves per cylinder will be permitted. There is 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.

7. **Intake Manifolds** – No fabricated intakes – must be made of aluminum. Only one flat gasket with maximum of .120 may be used between intake manifold and cylinder head no spacer or wedge type gaskets allowed. May be polished or ported.

8. The following will not be legal:

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.

No engine part may be composite. All part numbers must remain on all engine parts. No crank fire ignitions.

E. Wisconsin Concept Engine

Only approved OEM Cast Iron Cylinder heads of stock configuration allowed. Cylinder head is the Chevy cast iron bowtie part numbers 14011058, 10134392, 12480034 and casting 14011034 (187 cc maximum intake runner volume) Ford cylinder head #'s M-6049-N351 & M6049-E351(197 cc maximum runner volume) Mopar cylinder head #'s P249769 & P452946 (198 cc maximum intake runner volume) Cylinder heads must be OEM to lock 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; however, the configuration may not be altered). 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 the head of the valve, (Bowl cutting is prohibited). Intake 2.02, exhaust 1.60, maximum allowable valve spring diameter 1.55 inches. Use of titanium valves prohibited. All original cylinder head identification markings must remain as original. 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 dripping, 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. 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). Maximum engine displacement of 362 c.i. inches and minimum 350 CI.

Intake Manifold

Any production type intake manifold allowed – provided it is readily available to all competitors from local race part suppliers. (Maximum cost \$350) Maximum height of manifold is 7” (including any legal carb spacer and gaskets) the manifold height will be measured from the base of carburetor to top of cylinder block.

Only one flat gasket with a 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 of 1”.

Cam

Only flat tappet cam with stock diameter lifter allowed. No roller, mushroom type lifters and inlayed cams are prohibited. Maximum lifter diameter = GM – 0.843 / Ford – 0.875 / Mopar – 0.904. The maximum rocker ratio is 1.6 to 1. Rev kits of any type are prohibited. Only steel push rods (titanium, aluminum, or graphite are prohibited).

Connecting Rods

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

Engine Blocks

Must be standard factory production cast iron. (Only 010 or bowtie approved). No aluminum blocks permitted – in concept, 9 to 1 or A.C.E. 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.

Inspection

A 3/4” 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 THE EVENT. FURTHERMORE, THE OWNER WILL BE FINED \$5000 AND ALL NON-COMPLYING COMPONENTS WILL BE SEIZED BY THE TRACK INSPECTOR. OWNER/DRIVER MUST PROVIDE TOOLS TO REMOVE VALVES.

F. Carburetors and Spacer Plates

All cars will use Holley 4412 style 2bbl approved carburetor unless noted. The HP or parts may also be used. All carbs must pass all Rockford Speedway gauges and specs. Boosters must be stock appearing and as cast for carbs style and no extra holes may be drilled. May not be tapered. Must also be in stock location in body. No modifications of boosters allowed. Spacers can be 1 5/8 max including gaskets. Bores must be perpendicular to the base. Bores must be full thickness of spacer. Bores must be straight. (no tapered, angled, beveled, grooved, or

recessed). No part of spacer may protrude into plenum of intake manifold. Spacers are one piece only unless supplied by sealed engine package. These parts must be Rockford Speedway gauge legal. Throttle bores, Boosters and Booster legs. Throttle plates, throttle shafts, main body. Metering blocks must be 4412 gauge legal with Holley production parts and no extra holes may be drilled. Block may be plugged and may be machined but must remain stock appearing no aftermarket blocks. NEW Holley 4412 ULTRA HP is NOT legal.

G. Fuel and Fuel Cell

Approved pump fuel only. No oxygen bearing or performance enhancing additives may be introduced into the inductions or fuel supply, either at the fuel cell or upstream in the system. Violations will result in immediate disqualification from the event: forfeiture of owner and driver points, and monies/contingencies earned for the event. Fuel samples may be taken at any time and tested. (DIGITRON, SPECIFIC GRAVITY, GERMAINE DROP TESTING, WATER TESTING AND ANY OTHER TESTING METHODS DEEMED NECESSARY) alcohol, nitro methane, nitro propane, nitrous oxide, other oxygenating agents, other additives and/or fuels that contain masking agents or oxygen are not permitted. *USE OF SUCH SUBSTANCES OR ADDITIVES WILL RESULT IN IMMEDIATE DISQUALIFICATION. Fuel cells with rubber bladders fuel cell plates or fuel cell tubs are mandatory. Fuel cell protector plate 1/8 thick steel must be mounted on outside or frame rails. The plates must cover the sides and rear of the fuel cell and be official approved. Fuel cell minimum height 10 inches. Fuel cell must be securely mounted behind rear axle and between rear frame rails. Fuel cell must be banded both ways with two steel straps each way. 1-inch minimum straps. Fuel cell tub 1/8 thick steel with 1-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 steel straps with two in each direction. All fuel cell cans must be magnetic steel. All fuel cells must have check balls in place. Any over the axle style rear tail style chassis must use approved 1/8-inch magnetic steel fuel cell can. Any chassis with incorrect fuel cell can will be asked to change or be disqualified. The cell must be bolted in with a minimum of 14-3/8 bolts with flat washers on top and lock washer on bottom. The top for this cell will be 18-gauge steel with steel straps in both directions. A sonic tester will be used to check fuel cell can thickness. Must have -6 (3/8) roll over vent valve installed or tech approved alternative. Fuel Cell must be mounted behind rear end between frame rails per the above rules. Highly Recommended – Oberg fuel shut off valve, mounted in line stopping the flow of fuel when the engine stops.

H. Weight Combinations

(Please note that all weights are subject to change based on performance). Any other engine combinations will need to be approved by Rockford Speedway Tech Director prior to entry of any event. All cars will be 58% max left side weight. All added weight must be solid LEAD no tungsten. Must also be painted WHITE with car numbers on weights. Lead must be in sold blocks.

Any Engine weight maybe adjusted at any time.

Open competition for full template cars starting weights (58/42% weight split at all times). All cars must conform to ABC Body Package, all carbs must be gauged legal.

Iron headed concept with approved 750 #4779 or #80528: 2700 lbs.

CRA legal crate with approved 650 #80541: 2725 lbs., maximum 6700 chip

9.5:1 engine with approved 390 or CRA 390: 2750 lbs.

ACE engine with approved 750 #4779 or #80528 or CRA 390: 2750 lbs.

Wegner LS engines with approved 650 #80541: 2800 lbs.

LST engine with approved 650 #80541: 2800 lbs. 7600 rpm rev limit

SSPE with approved Holley 750 #4779 or #80528: 2800 lbs. 8000 rpm rev limit

SOUTHERN SUPER PARTS ENGINE (SSPE)

Carb Spacer: Spacers can be 1-1/2" max and bores must be circular and perpendicular to the base

McGunegill/Tesar Spec/Hamner/ARCAMT Schwanke with approved Holley 750 #4779 or #80528 & 7600 rpm rev limit. Weight is 2800 lbs. 18 degree heads add 100 lbs. All weights with driver in the car.

I. Mufflers and Headers

Mufflers are required for competition at Rockford Speedway. Any car not meeting the 95 decibels will not race. All exhaust highly recommended to exit under car to meet this requirement. All exhaust system must have mufflers that are not tampered with or hollowed. No custom high dollar headers (no titanium or Inconel) allowed. Any collector may be used without a cone style inserts. No one off custom header allowed.

J. Air Intakes

1. Forward intakes are not allowed. Air boxes are permitted. The back of the air box must be flat or must be stock Five Star part.
2. No devices for directing the flow of the air into the air cleaner or air box are permitted.
3. No additives allowed in air filter.
4. You may not grab or funnel air into air box.

K. Clutch

1. 4.5 inch or larger clutch allowed. Max price MSRP \$1600
2. Absolutely no carbon fiber or poly clutches allowed.
3. Bell housing must have a minimum 2 ½ "hole at bottom (to allow a clear view of clutch)
4. Only standard material clutches allowed. No Slipper or Centrifugal clutches allowed.

L. Transmissions

1. Bert or Brinn style transmissions are allowed.
2. No bottom load transmissions.
3. Must have two forward and 1 reverse working gears minimum.
4. One single lever shifter. No push and pull rods.
5. Must be self-starting.

M. Brakes – The Coleman brake kill switch is highly recommended.

1. All cars must have functioning brakes on each wheel with no more than 4 piston brake calipers.
2. Fixed mounted or floating rotors only. Street rotors only. Maximum \$500 limit on brake calipers for all Rockford Speedway cars.
3. All brakes must be Rockford Speedway approved. Must also be sold on open market.

4. No other material may be used other than steel for rotors. No Carbon Fiber.
5. All air for brake blowers must be taken from nose or radiator air box only. May not pull air from under car at any time. Max 2 blowers per each wheel. Air must only be blown on brake rotors. Ultra-cool Fans may also be used.

N. Shocks

1. All shocks must be Rockford Speedway approved max MSRP \$1000 each. All conventional type other shocks that are now in use may be used. Any new JRI, Ohlins, Penske, or redesigned shock body from these companies will not be allowed.
2. One shock and coil spring per wheel and or corner. Use of eliminators is allowed.
3. No shock blankets or covers allowed.
4. Coil spring maximum cost will be announced with a tech bulletin.
5. No electronic shocks permitted. No magnetic shocks. No air shocks.
6. Shocks must be mechanical and no part of the shock or suspension may utilize electricity.

O. Suspension

Coil over or leaf allowed, no cantilevered suspensions or wishbone type suspensions. No computer or hand operated controlled suspension.

No titanium axle shafts, No aluminum rotors, No carbon fiber rotors. No air bumps.

P. Roll Cage Construction

Following is the minimum specification requirements for roll cage construction approved for Rockford Speedway competition. Rockford Speedway officials reserve the right to sonic test any or all, structural chassis members at any time during a sanctioned event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted. Only steel round; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting sub-structures. Wall thickness; size and/or diameters are specified where necessary. A four-point (4) roll cage structure utilizing a minimum 1.75-inch x .090-inch (1-3/4x.090") od d.o.m. steel tubing is mandatory. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars. A minimum of 2" x 3" x .095" wall steel tubing is mandated for main frame rails. Main frame rails are identified as midsection rails. Main frame rails and side rails must be located within the normal tread width of the car. A minimum of 2" x 3" x .083" wall steel tubing is optional for front clip rails, rear clip or kick up rails. No material substitution permitted. Roll cage structure must be braced to the front frame stub, with the hoop section surrounding the engine compartment; running rearward with diagonal member's connection to the rear frame section. Nose, right side kick outs and rear bumper cover supporting structures must be a minimum of 1.500-inch x .063-inch od steel tube. No material substitution permitted. Absolutely no aluminum allowed on the structure of the chassis.

Q. Driver Side Door Plates

Left side driver support bars or plates are mandatory. See option a or b listed. No material substitution is permitted. All support bars or plate installation is subject to approval. All door bars need to be plated. All plates must be steel.

Plan A – 0.125-inch, 1/8” solid steel plate bolted to the left side door portion of the roll cage. Doorplate must be bolted to the roll cage using a minimum of six (6) each 3/8” (.375-inch) aircraft quality bolts and washers. Welding of the plate to the roll cage is prohibited. Plan B -minimum 0.125-inch (1/8”) thickness steel plate must be welded to the space between each left side door bar. Offset chassis right side door bars commonly called the outrigger or the kick-up bar, must be constructed of a minimum .250-inch x .065-inch wall round or square steel stock. All supporting substructure must be constructed of 1” x .063-inch wall round or square steel stock. No material substitution permitted.

R. Driveshaft

The driveshaft shall be made of steel or aluminum. Carbon-fiber driveshaft’s are not permitted. Containment hoops (2 required), constructed of a minimum 0.1875-inch thick steel, are mandatory and the forward hoop must be 4-5 inches minimum behind front yoke.

S. Front Suspension

Independent front suspension with articulated upper and lower control arm(s) is mandatory. The type of shock absorbers and suspension springs are optional. One (1) shock absorber per corner of the car is permitted. Front suspension adjustment must be done from under the car or by lifting the hood. No holes in the hood, fenders or other body parts from the windshield forward to adjust front suspension component(s) are permitted. No suspension adjustment devices are permitted in the driver’s compartment area or in reach of driver at any time in car. Knob-type brake bias adjusters are recommended. Weight transfer or suspension adjustment devices, adjustable while the car is under way are prohibited. Spring rubbers are permitted and must be removed manually. No removal devices may extend outside the body of the car or be accessible to the driver in the driver’s compartment. Manual or power steering maybe used. No electronic power steering.

T. Rear Suspension

Non-independent, live axle type rear suspension is mandatory. Rear ends may be quick-change (NO 8-inch ring gears), with full-floating hubs or 9-inch Ford type. Rear axle tubes must be steel. No open tube rear ends permitted. Maximum rear camber is + or – 1 degree measured with the rear axle level. Material used for rear end center section is at the discretion of the team, but hub pins must be steel. Rear end coolers are recommended. Remote rear suspension adjusters are permitted when accessible through the rear window. A maximum of three (3) one-inch (1”) diameter holes are permitted in the rear window. Each hole can allow access to one adjustment device only. No adjuster may extend forward of the rear window area. All pumps used to circulate fluid for the purpose of cooling the rear end, must be mounted in the center of the car. No bird cage set ups of any kind. No part of the trailing arm mounting bracket may rotate or move. No cantilever, wishbone, or torsion type suspensions maybe used.

U. Wheels

Approved wheels must be 15-inch diameter; five-lug (5) steel; 5” x 5” hub or wide 5 patterns; 10-inch rim width. Bleeder and/or pop-off valve devices are permitted; alteration or defacing of wheel identification numbers; labels; code numbers or serial numbers is not permitted. Wheel(s) failing these criteria will be ineligible for competition. A minimum of 17 lbs. is required.

V. Wheel Studs and Spacers

A minimum of five (5) lug nuts per wheel, minimum 0.625-inch (5/8) solid steel nuts, showing a minimum of two (2) threads through the nut, must extend through the lug nut when clamping the wheel to the hub. Wheel spacers, if used, must be made of steel or aluminum and a minimum 6.75 inches in diameter. Shims are not permitted when mounting wheel studs to hubs.

W. Safety

In all matters pertaining to safety, car owners, drivers, crewmembers must review and educate themselves in all safety standards. It is the responsibility of the car owners, drivers and crewmembers to install, wear and maintain all safety equipment as specified by manufacturer's instructions. This includes, but is not limited to, helmets, fires, suits, racing suits, gloves, shoes, flame-resistant underwear, flame-resistant head sock, head and neck restraint systems, driver's racing seat and safety belts. Any safety infraction will deem the car ineligible for competition until the infraction has been repaired or corrected and the car re-inspected. Drivers wearing dental plates or dentures are required to remove them for any hot track activity. All cars must have tow hooks installed (2 in front on bay bars and 2 in back on fuel cell protector bars). Tow hooks must be able to support weight of car under tow.

1. Driver seat

All driver seats must be manufactured by a recognized manufacturer of seat and safety equipment, multi-layer aluminum seat and approved by Rockford Speedway officials. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Homemade seats or sprint car type seats are not permitted. Seat construction must be solid aluminum sheet material from the seat bottom to above the driver shoulder area; must be fully padded, with padded pelvis, rib and shoulder supports on both the left and right side. Exception – Lajoie seat where construction is such that rib supports are not required. A head restraint system, manufactured by a recognized manufacturer of seat and safety equipment, is mandatory and subject to Rockford Speedway official's approval. Bolt on systems are approved for competition. Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area. Recommendation – a minimum 1/8" (.125-inch) thick steel plate be mounted on the front of backside of the rear hoop of the mid-section in front of the left rear wheel. Plate should extend from the horizontal shoulder bar downward the height and width of the driver seat.

f.A. Seat belt and shoulder harness installation. All seat belt and shoulder harness systems must be SFI specification 16.1, type.

f.B. Y-type shoulder belts are not approved for use. Seat belts and shoulder harness systems must have a production date within three years of the event date. A minimum five-point harness system is mandatory. Competitors using the HANS device may use a standard three-inch (3") or the Schroth Racing two inch (2") wide shoulder strap. The Schroth Racing should strap system has been specifically designed for use with the HANS device. Schroth part numbers are profi iii-6fh; hybrid iii-h; profi iii-6h. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. All lap belt and shoulder harness mounting must be done with aircraft-quality bolts and washers. Belts may not be more than 3 years old per manufacture date.

2. Driver Helmet

Effective with the 2016 season, all driver helmets must reflect a Snell *2010* certification minimum. SFI or Snell approval sticker must be visible for Rockford Speedway official's inspection. Eye protection is mandatory at all times.

3. Left Side Window Net

Left side driver window net is mandatory. Construction must be web-type safety net with mechanical release. Net bar must be a minimum of .1875-inch (3-16”) flat steel or .375-inch (3/8”) round stock and run the entire length of the window net between mounting points. Mechanical release must be welded to the front or “a” pillar end of the bar. Spring loaded releases are not approved for competition. Driver net must be secured in place and centered in the door area and must be secured to the upper roll cage horizontal member. Window nets must drop down. Must latch on top. No Fishnet style window nets.

4. Fire Suppression System

A minimum five-pound (5) on-board fire suppression system, with multiple discharges point is mandatory for Rockford Speedway competitors. Must have gauge in view. Must be fully charged.

5. Driver Head/neck Restraint System and Driver Uniform

Use of head and neck restraint devices is highly recommended for all hot-track activity. Approved devices are the HANS device, LFT Technologies R3, Simpson and the Hutchens ii device. Driver uniform must be a multi-layer, full coverage, one-piece fire retardant uniform specifically designed for racing, fire retardant gloves, socks, underwear, and shoes.

X. Traction Control and On-Board Computer or Analysis Equipment

No equipment of this nature is permitted on any car or located in the pit area of any event and will subject the team(s) to confiscation of equipment and penalties by Rockford Speedway officials.

- 1. Only one camera pointing out front windshield allowed. Multiple cameras not allowed. No computer or video analysis equipment of any kind allowed.

Y. Ignition

All ignition systems must be 12 volts. Only one 12-volt battery may be used at any time. Ignition boxes may be switched by Rockford Speedway from car to car or swapped with one of Rockford Speedway’s house ignition boxes. Wiring will follow in this rule. Voltphreaks batteries are not legal.

Approved Ignition boxes: (Call for others that may be used)

Crane

Crane Cams Ignition Hi-6r p/n 6000-6400, or Hi 6rc p/n 6000-6700, or Hi-6 p/n 6000-6440

MSD

MSD6A, MSD 6T, MSD6AL, MSD 6ALN, MSD6

Connector: the 6-wire harness must be 24” long maximum and have a female 6 pin, weather pack connector.

Ignition continued:

Six pin wiring diagram

a-ignition switch 12v (small red)

b-points pick up (small white) brown gm boxes

c-coil negative (small black)

d-coil positive (small orange)

e-battery positive (large red)

f-battery negative (large black)

Two pin optional for these two.

a-battery positive (large red)

b-battery negative (large black)

1. Two ignition boxes are allowed in car.

2. Both boxes must be in clear view.

Must be able to remove in five minutes.

Noncompliance with the specifications outlined herein may subject the participants (owner/driver) to disqualification, loss of monies and points earned at the event. Furthermore, the owner may be fined up to \$5000 and all non-compliant components will be seized by the series technical inspector. Owner/driver must provide tools to remove part.

FLAGMAN AND JUDGES have FULL AND FINAL decision on all races.

ALL rules subject to change by Rockford Speedway track officials.

Track Officials will review all decisions and reserves 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. Rockford Speedway Officials will make final decision whether legal or illegal. If a car fails post-qualifying inspection, the car will start in the back of the slowest event of the evening. All illegal parts will be confiscated by Rockford Speedway and will be destroyed (see example) * by Rockford Speedway

*Illegal car parts, complete car will be confiscated.

*Comp/CI complete engine assembly will be confiscated.

*Any cylinder head component, complete cylinder head will be confiscated and not returned.

Any driver entering or driving in the pit area unreasonably will be fined.

Any unjustified action on or off the track may result in suspension from the track or pit area and loss of pay.

All race cars must have a legible car number on the right front headlight or right front top of windshield.

Any driver suspended from Rockford Speedway may also be suspended at all POWAR member tracks until suspension is served. P.O.W.A.R. is the Promoters Of Wisconsin Auto Racing.

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