

CMS Bomber Rules 2026 Season

Updated November 2025

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 all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

No radios, **EXCEPT MANDATORY RACECEIVERS**, are allowed in car, or with any pit member or anyone connected with the racecar.

There is no dual driving allowed if running this class. This is our beginner/inexpensive class. No money chasing cherry pickers allowed.

1. SAFETY EQUIPMENT

Rules apply at all times car is on track. An operational 2-½ pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory in each racecar and tow vehicles. Extinguisher must be mounted in a quick release bracket. DUCT TAPE IS NOT AN ACCEPTABLE MOUNTING DEVICE.

Rules apply at all times car is on track. Snell-rated SA2015 helmet required. Roll bar padding required in driver compartment. *Recommended: Fire retardant padding*. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) are required. **Competitors under the age of 18 are recommended to use an SFI 38.1 head and neck restraint system due to the young body and developing bones.** Right and left seat head supports required if using head and neck restraint system. *Recommended: Fire retardant head sock and underwear, collapsible steering shaft*. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style and must be mounted to roll cage so latch is at top front of window. Minimum three inches (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. *Recommended: Safety belts no more than two years old*. Any safety equipment physically or visibly wore or damaged must be replaced, regardless of age. All safety equipment must not be altered and must follow manufacturers use, specifications and requirements for installation.

2. FRAME

Any American OEM full body rear wheel drive passenger car, 1968 or newer, full frame or unibody. Minimum 107.5 inch wheelbase, maximum one inch difference from side to side. Minimum frame height 7.5", Max Frame height 9.5". Frame rail connecting front and rear sub frames must be stock frame rail. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with minimum 2 inch by 2 inch steel tubing with 0.095 inch wall thickness. Factory seam must remain visible. Frame may be "X" braced. No mixing of frame and / or suspension parts. Engine and Body must match. May use Ford frame with GM engine and body or Chrysler engine and body. May use GM frame with Ford engine and body or Chrysler engine and body. May use Chrysler frame with GM engine and body or Ford engine and body.

3. ROLL CAGE

Main cage must consist of continuous hoops, minimum 1.5 inch O.D. seamless DOM tubing, with a minimum wall thickness of 0.095, low carbon or mild steel recommended. Front and rear hoop must match main cage pipe size. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame.

Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness.

Front down bars must be tied together; passenger side front down bars may be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Top halo must be minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo.

May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than stock frame horns. Required rear kickers (down bars) and engine hoop must be minimum 1.25 inch OD tubing, with 0.083 inch wall thickness. Fuel cell protection required must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch OD tubing. All bars must be inside body. Foot protection bar required.

4. DOOR BARS

All door bars and uprights must be minimum 1.50 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side.

Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

5. BODY

Steel and stock appearing, and centered over wheel wells (front to rear and side to side). Body and engine make must match. Sunroofs and T-tops must be enclosed. OEM or aftermarket plastic nose and tail pieces allowed, must match body. All body panels may be gutted, including fenders, doors, hood, roof, quarters and trunk, but must remain original size. Fiberglass hood, roof and trunk ok, aluminum deck lid ok, must be stock appearing. All other body must be steel. Maximum of 2" of air cleaner may protrude through hood. Roof rake measured with a 6' level may be no more than 2" down from the rear to front of the roof. If running a wagon body the roof and interior deck must be level. Hood must be separate from fenders, in OEM location, with rear sealed off from driver compartment with metal. All inner wheel wells may be removed. Rear edge of trunk may be trimmed and rear tail light support removed only if aftermarket tail piece is used. Trunk floor must be removed over rear end housing; entire trunk floor may be removed. All windows must remain open, except opera windows may be covered with clear lexan. All 'B' pillars may be trimmed to minimum 2 inch width, must remain within OEM location. Maximum seven inch metal sun visor may be added to top of windshield opening. Wheel wells may be trimmed for tire clearance. No spoilers or reflective body panels. Rocker skirt/flare allowed between tires only, cannot extend outside tires, minimum 4 inch ground clearance. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front if possible. Deck height 38" max. measured at top of tail piece.

6. DRIVER COMPARTMENT

Minimum of three windshield bars in front of driver. Aluminum high-back seat, must be bolted in using minimum 0.375 inch bolts and follow manufacturers installation and usage guidelines. Seat must remain inside all confines of roll cage. Base of seat must be 33" in front of centerline of rear axle. Cars with seat less than 33" but more than 30" will be permitted to race with 100 lbs of weight bolted in front of the bell housing. 50 lbs on each side of drive train.

Driver must be sealed off from track, driveline, engine and fuel cell. Kick and rocker panels may be removed. Front OEM firewall may be replaced using steel fabricated firewall, 18 gauge or minimum 0.049 inch thickness. Top of firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Bottom of firewall can be no further back than rear of oval body mount frame hole. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge or minimum 0.049 inch thickness, securely welded to frame. Floor pan may be replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be no higher or lower than frame rail. Exception is maximum 8-inch tall drive shaft tunnel. Tunnel must remain similar to OEM tunnel in size. No cockpits, interior must remain open. Rear firewall may be aluminum or steel and may be located no further forward than rear halo supports and no higher than bottom of rear opera windows. All holes in firewalls must be covered with metal. No driver-adjustable devices allowed. Brake adjusters must be out of reach of the driver. No mirrors.

7. FRONT SUSPENSION

All components and mounts must be steel, unaltered OEM, in OEM location and match frame. Rubber, nylon or steel lower A-frame bushings only - no offset or bearing type. No sway bars. Exceptions are: OEM upper A-frame mount may be moved or replaced with aftermarket steel non-adjustable mount matching upper A-frame bolt on design; OEM or OEM replacement ball joints allowed, no screw in ball joints, stock type bolt in only. OEM upper A-frame may be replaced using steel non-adjustable, non bearing type aftermarket upper A-frame that accepts bolt in ball joints. Lower A-Arms must be stock, match frame and not altered.

8. STEERING

No rack and pinion, no heim joints. All components must be steel, unaltered OEM, in OEM location and match frame. Exceptions are: replacement spindle with Speedway Motors raised cast - part numbers 91034501-L and 91034501-R, OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended). No Straight Steering Shafts Allowed (Must have minimum ONE knuckle in shaft). Quick release required - steering quickener and steering wheel may be aluminum.

9. SHOCKS

One welded bearing, non buildable, steel nonadjustable unaltered shock per wheel. No coil over, air, gas, or remote reservoir shocks. No Bump Stops internal or external, No Schrader or bladder type valve allowed. No coil over eliminators. Outboard mounted front shocks will be permitted. One or all shocks may be claimed per event for \$50 each, counting as one claim on card, following shock claim procedures. If driver claims shocks driver cannot claim engine or carburetor that night. No screw jacks on Shocks.

10. SPRINGS

One steel spring per wheel only. All coil springs must be minimum 4.5 inches O.D. and non-progressive, and no tight helix. Front Springs must be 9.5" spring on both sides. Any size rear spring as long as left and right are the same height and must be mounted square on center of axle tube. Left rear spring must have slop or movement when car is jacked up. No pre-load. Screw jacks will be allowed. You may use a screw cup to adjust springs. No Uni-Ball spring cups. No spring Rubbers allowed. Leaf Springs will be allowed. No Mono leaf, No Cut leafs and No composite leaf springs.

11. REAR SUSPENSION

All components and mounts must be steel, unaltered OEM, in OEM location, and match frame. No Chain limiters on suspension. No independent rear suspension. OEM style bushings only, Rubber, nylon or steel control arm bushings only, no offset or bearing type. Welded single-hole shock mounts only. Springs must be square in center of axle tube. Shocks may be moved, but must remain similar to stock style mounting and location. Springs must be mounted vertical with a max 5 degree angle. Springs must be tethered to mount to keep from falling out (Ex: hose clamped or other steel tether). Upper control arm mounts on rear end must be level with each other. Lower control arms must be stock appearing and must measure 19.25" center of bolt to center of bolt, and mounted maximum 2 3/4" from bottom of rear end tube to center of the bolt hole. On both Uppers and Lower there will be No square tubing, No round tube style and no heims anywhere in contact. No Screw Jacks on shocks.

12. REAR END

Any steel, approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed. Safety hubs (floater) allowed. No sway/panhard bars. All components must be steel, exceptions are: lowering blocks, axle cap, and drive flange may be aluminum. No adjustable lowering blocks. One inch inspection hole in housing required. Full steel spool, steel mini spool or welded rear end only. Steel solid axles only. No quick change devices. One piece drive flange only. No torque-dividing differentials. No Gold Tracks. No Lockers. No scalloped ring gears.

13. BUMPERS/RUB RAILS

Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. **Front and rear tow chains mandatory (must be a minimum of 3/16 chain).** All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only. No sharp edges allowed on bumpers, rub rails or bolts. One of two bumper options must be used and must be OEM height:

OEM: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. No bars past outside edge of body other than rub rails.

Aftermarket: Fabricated tubular bumpers allowed, but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5 inch O.D. (maximum two inch) with 0.083 inch (maximum 0.125 inch) wall thickness on front, and 1.75 inch O.D. with 0.120 inch wall thickness on rear.

14. TIRES/WHEELS

Cooper Cobra 235/70-15 radial tires only in this class. Everyone will be on the same tire. No shaving, No Grooving, No Siping.

Wheel spacer or offset wheel, or a combination of the two allowed. Maximum overall width shall not exceed 78 inches from outside of tire to outside of tire. Maximum 8 inch wide wheel. Racing wheels and racing / safety 1 inch lug nuts required on all wheels. May use bead lock, on right rear only. If using bead lock, right rear must measure a minimum of 20 psi. External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8.75 inches. Steel bolts only. No Mud plugs or wheel covers in Bomber Class. No bleeder valves.

15. BRAKES

Steel, unaltered OEM, or unaltered OEM replacement, operative four wheel, drum or disc brakes allowed. **To keep high dollar pads out of this class you can claim one or the other, either the front pads or rear pads for \$25 or both front and rear pads for \$50. Normal claim rules apply.** Front components must match frame and maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. OEM diameter caliper pistons only. Bolt pattern may be changed. Larger studs allowed. Vented rotors only, solid faced rotors only, no scalloped or ceramic coated rotors. Rear rotors may be aftermarket 0.810 inch thick (new). No floating brakes. No brake shut-off, no ratchet valves, no pressure sensitive devices. No left to right proportioning allowed. Front to rear brake bias adjustment cannot be made while in competition, brake adjuster must be out of reach of driver. No pinched off brake lines. Brake lines must be visible. Aftermarket pedal assembly allowed.

16. EXHAUST

May run stock exhaust manifolds or round tube headers only. All primary header tubes must enter directly into one collector at same point at end of header. Must remain dual exhaust, no crossover or "Y" pipes. No exhaust through body panels or fenders. No merge collectors. No exhaust sensors. Must point away from track and driver and exit behind drivers seat. Holes in exhaust pipe will not be allowed, no drilling or modifying of pipe and connections must be tight and leak free. **The last 24" of each exhaust pipe must be constructed of maximum 2" outside diameter exhaust pipe mounted at the end of exhaust system. The penalty for losing the 24" piece of 2" exhaust is a DQ. Last place points and pay. This will be enforced. Make sure you check this weekly don't let neglect cost you. Only acceptable reason will be a crash approved by Tech only.**

17. FUEL SYSTEM

Mechanical OEM type push rod fuel pumps only. Racing fuel cell required, must be in minimum 20 gauge steel container. Must be securely fastened in trunk above top of rear frame rails, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts.

Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel cell cap must be secured to fuel cell by cable, chain, or tie strap. Fuel lines through driver compartment must run through metal pipe or metal conduit. One fuel filter only, cannot be in driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner duct work. **MUST HAVE ROLLOVER VALVE IN VENT TUBE OF FUEL CELL. Fuel shut off ball valve is required (See rule 19 for shut off valve mounting details).**

18. CARBURETOR

Stock 2 barrel carburetor allowed, must match make and manufacturer of car. Example: Ford-to-Ford, Chevy-to-Chevy, Mopar-to-Mopar. Holly #4412--2 bbl (500 not 750) carburetor will be allowed. Absolutely no alterations or modifications to any carburetor, except for removal of choke plate. Choke horn cannot be removed. Any driver caught with non-4412 - 500 CFM Holley or non-stock 2 barrel carburetor, will be fined DQ'd. Air bleeds cannot be removed. Float bowl must face forward. No transverse mount carburetors. Carburetor adapter/spacer allowed, maximum thickness (between carburetor and intake) including gaskets is 1.20 inches.

Top 10 may have to pull carburetor after every feature. Inspection Gauges will be used.

Carburetor may be claimed, following same procedure as shock claim. Driver claiming carburetor may not claim shocks on same night. Claim rule: Carburetor can be claimed for \$150+swap (\$150 to driver being claimed plus carburetor claimer ran in same feature). Carb can be claimed with no swap for \$500. See carb and shock claim rules for claiming details.

19. FUEL

"Pump" Gasoline Only. Premium 94 octane max, or Recreation fuel 91 octane max. Racing fuel is not allowed. No alcohol, no methanol, no E85 / E98. No performance enhancing or scented additives. Fuel must pass both dielectric and chemical tests. **A fuel shut off valve is required on each car. "Fuel Shut Off" securely mounted and easily accessible. The Michigan Dirt Track Inspector has final decision on mounting of shut off valve.**

Fuel shut off:

Ball valve: Mandatory in reach for the safety crew and to be mounted with the handle through the deck or firewall not to be mounted inside the cockpit. The valve and handle must be painted bright orange, and clearly labeled with "Fuel Shut Off" securely mounted and easily accessible. Mounted on rear deck in reach of driver side of car by safety official.

20. BATTERY/STARTER

No Lithium Batteries. One 12-volt battery only, must be securely mounted between frame rails outside the drivers compartment in the trunk area. The battery must be securely mounted with positive fasteners and brackets. The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.

A clearly labeled Battery ON/OFF 'KILL' switch must be to the right of the driver and within driver's reach. This is for the Safety Crew to be able to kill power to everything.

21. GAUGES/ELECTRONICS

No unapproved cameras, transmitting or listening devices. No timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except analog tach. No adjustable ignition control boxes. Only one OEM 12 volt ignition system allowed, must be out of driver's reach. May run HEI ignition. No additional ignition accessories. No magnetos or crank triggers. No MSD, Accel or Crane (Aftermarket) ignition boxes allowed. OEM type alternator with internal regulator allowed. No electronic traction control devices.

22. TRANSMISSION / DRIVE SHAFT

Must have at least two forward gears and one reverse, plus neutral position. With motor running and car in still position, must be able to engage car in gear and move forward, then backward. Bert / Brinn style allowed. No Ball Spline. Functioning shift levers must be in OEM location. Flywheel / flexplate must be bolted directly to end of crankshaft, and pressure plate must be bolted directly to flywheel / flexplate. One flywheel / flexplate only, and all driveline components within bellhousing must rotate consistent with engine RPM while car is in any gear. Unaltered flexplate must be full OEM, or OEM replacement.

Manual: Must be OEM or OEM replacement case and have a working clutch inside explosion-proof steel bell housing or scatter shield - minimum 270 degrees around top of clutch/flywheel area. Multi disc racing clutches are permitted.

Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. Manual bump starts allowed.

Drive Shaft: Minimum two inch diameter magnetic steel drive shaft must be painted white. Magnetic steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by 2 inch steel, or 1 inch tubing, mounted 6 inches back from front U-joint.

23. ENGINE COMPARTMENT

The forward most spark plug hole may not be set back any further than a perpendicular line with the center of the upper ball joint for each manufacturer. Aftermarket engine mounts allowed, including mid-plate. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM engine with GM body, Ford engine with Ford body, Chrysler engine with Chrysler body. Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed into overflow tank (one gallon size recommended).

24. ENGINE SPECIFICATIONS

Any American make engine allowed. Steel heads, block and oil pan only. No aftermarket blocks or heads. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W blocks. Castings and fittings cannot be changed, no machine work on outside of engine. No 400 blocks. Full roller rocker arms allowed. Must have 1 inch inspection hole in intake to view camshaft and lifters. No stud girdles. Flat tappet cam/lifters only, cannot alter lifter bores. No mushroom lifters. No roller cams. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). Steel or aluminum water pumps allowed. No electric water pumps allowed. 'Wet' sump oiling system only. Accumulator allowed – cannot be located between seat and door bars.

25. INTAKE

No altering/modifications will be allowed to intake, no welding, no shaving, etc.

Inspector has final discretion on all intakes.

Cast iron or aluminum OEM intakes will be permitted.

26. ENGINE CLAIMING RULES:

When you pull through the gates you agree to sell any legally claimed item. There is no refusing a claim. Penalty is \$1000 fine to be paid before driver and/or car can be raced in Bomber class at any MSPA participating track. Driver will also be banned from the bomber class for life at CMS.

\$450+swap cash claim on engine, flywheel and balancing plates (\$400 goes to driver being claimed + Claimers engine raced in same feature, \$25 goes to each wrecker).

Promoter Claim: Procedures same as driver claim except Engine will be auctioned that night after the races. Driver/Owner claimed will get all proceeds from auction minus \$25 for wrecker and \$25 for auctioneer. A \$500 bid has already been made on all promoter claims to set a minimum bid.

Claiming driver must run claimed engine the next 2 times the driver and/or car is at the same track where the engine was claimed. Excluding promoter claims. This must be completed within the next 4 scheduled events at the track the engine was claimed from or refusal penalty will be assessed. (This excludes rainouts, but is not limited to calendar years.) Penalty is \$1000 fine to be paid before driver and/or car can be raced in Bomber class at any MSPA participating track. Driver can never run in the bomber class again at CMS.

(B) Claim does not include - 1. clutch, 2. bellhousing, 3. exhaust manifold or headers, 4. carburetor, 5. starter, 6. motor mounts, 7. oil/temp. sending units, 8. carburetor spacer, 9. fan and pulleys, 10. clutch ball, 11. clutch arm, 12. throw out bearing, 13. dip stick, 14. water pump, 15. fuel pump, rod and plate, 16. distributor, 17. plug wires, 18. water outlet and restrictor, 19. breathers.

First four (4) position finishers in the feature event must report directly to the claim area and are subject to engine claim by any driver finishing fifth (5th) on back. Any driver lapped is not eligible to claim. Drivers are allowed to claim only one engine per event, regardless of the outcome of that claim. In case of multiple claims on the same engine, engine will go to the claiming driver's number pulled from a drawing.

Drivers making the claim must drive his/her car immediately after the finish of the feature, (under its own power) directly to the claiming area. Only drivers and officials are allowed in the claiming area. Claims must be made within five (5) minutes of the end of the feature and claimed engines must be completely removed within one hour from the time the claim is made. Promoter may claim any engine following the feature; so long as claim is made within the five (5) minutes of allotted time.

Sabotage of the engine during claim procedure in any way results in the same penaltys as refusing a claim. Penalty is \$1000 fine to be paid before driver and/or car can be raced in Bomber class at any MSPA participating track. Driver can never run in the bomber class again at CMS.

REFUSAL to sell will forfeit all cash and contingency winnings for feature, any trophy earned in feature, ALL SEASON POINTS and awards. Driver cannot make a claim at same track as the refusal in any class for one calendar year.. **Penalty is \$1000 fine to be paid before driver and/or car can be raced in Bomber class at any MSPA participating track. Driver can never run in the bomber class again at CMS.**

Any driver found to be claiming an engine for anyone else other than himself/herself will lose all points for the season, penalty is \$1000 fine to be paid before driver and/or car can be raced in Bomber class at any MSPA participating track. Driver can never run in the bomber class again at CMS.

All claimed engines must be removed from car at track; buyer must examine engine before removal. Once removal has started, sale is final.

NOTE: Driver may only make one claim on claimable items per night. If Driver makes Shock(s) Claim then Driver cannot claim Carburetor, Brake pads or Engine. If Driver makes Carburetor Claim then driver cannot claim Brake pads, Shock(s) or Engine. If Driver makes Engine Claim then Driver cannot claim Brake pads, Shock(s) or Carburetor. If driver makes a brake pads claim then Driver cannot claim Shock(s), Carburetor or Engine.

NOTE: Driver may only make one Engine Claim and one Brake Pad Claim, and one Carburetor Claim and one Shock(s) Claim per season. Unless that driver has had 2 claims made against them. Then that driver may make one additional claim of that same type.

NOTE: Claiming driver must have raced the two weeks prior to claiming.

NOTE: Your race car must be legal to make a claim.

27. WEIGHT

Minimum weight limit is **3,000 pounds**, after race with driver in car.

Cars with seat less than 33" but more than 30" will be permitted to race with 100 lbs of weight bolted in front of the firewall, 50 lbs on each side of frame.

No cement pellet or liquid style weights. No tolerance. No weights and/or loose objects in driver compartment or outside body and must not be visible. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Weights must be attached with at least two 0.5 inch bolts. Cannot have more than 25 pounds of ballast weight per 0.5 inch bolt. Example: 75 pound stack of weights requires three 0.5 inch bolts. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Must use magnetic steel fasteners only. Weights not painted white, No number or incorrect number or lost on the track will result in DQ. No points no pay(safety here is a must!!!).

28. WRECKER HOOKS MANDATORY FRONT AND REAR

Both must be accessible. If no wrecker hooks are on the car, the car will be pushed, towed, or dragged to the infield until after the racing program is completed. 3/16 chains are mandatory.

NEITHER WRECKER CREWS NOR RACETRACK PERSONNEL WILL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE ANY VEHICLE.

NOTE: Non-Conforming or altered parts may be confiscated

No reflective car numbers. If we can't see them from 100 feet away at 80 MPH, you may not be scored.