

Columbus 151 Speedway

2011 RULE BOOK

2011 is Columbus Speedway's 56th year of operation
Located Halfway between Sun Prairie & Columbus off Highway V
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GENERAL RULE STATEMENT: 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 Columbus Speedway events, and by participating in these events, all Columbus Speedway drivers 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/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 participants, spectators or others.

NOTICE TO ALL COMPETITORS: The management and staff of Columbus Speedway reserves the right to experiment with engines and other components not within the current rules in an effort to reduce the cost of racing in the future. MANAGEMENT AND STAFF OF COLUMBUS SPEEDWAY RESERVE THE RIGHT TO ADJUST, ALTER OR DELETE ANY RULE IN THE INTEREST OF MAINTAINING EQUITY IN COMPETITION. **Only driver and one crew member allowed in Tech shed during post race inspection.**

E.I.R.I. Continuous developments in racing may necessitate change that we cannot anticipate at the time the rules are formulated. Hence, we may, if necessary, update, modify and add to or delete rules. NASCAR's, "Except in Rare Instances" rule always applies.

CHEATING POLICY: Management and staff of Columbus Speedway reserve the right to suspend and fine any driver, team member, or car owner for violation of track rules, policies, or procedures. First offence-driver will lose points and pay for the night plus points earned to date. The race finish is final, no positions will advance. Top 3 positions (or random positions) will be teched. ALL CLASSES : Tech staff has the final say. Zero tolerance on all rules. A race car runs only one class per night.

SAFETY AND APPEARANCE RULES FOR ALL CLASSES

SEATS- Approved aluminum driver's seat required. Seat must be fastened to frame/roll cage and located so that the centerline of the seat is at least 18" from driver's door bars. Properly installed headrest support required. Rib rest must remain flexible. Shoulder supports on right and left sides of seat and head support on right are required.

SAFETY BELTS--Minimum 3-inch wide lap belt, 3-inch wide shoulder harness and submarine (crotch) strap required. Belts must be anchored to roll cage or frame. Belt anchoring's must swivel. Grade "5" bolts and hardware required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

DRIVING COMPARTMENT-- Driver's compartment must be completely sealed off from engine compartment and fuel container and must be constructed to allow access to driver from right side by emergency personnel. Padding required around driver including steering post. Securely mounted fully charged fire extinguisher with visible dial type gauge required. Ribbon or mesh type window net with seat belt buckle release required. Window net must be permanently mounted to driver's door bars with buckle toward front roll cage upright and near roof. Clearly labeled push-pull or toggle type kill switch accessible from either side of car required. No suspension components including stabilizer bar can be adjustable from the driving compartment.

DRIVER'S ATTIRE- Complete approved fire retardant driving suit and gloves required. Eye protection and a Snell SA 95 helmet or newer required. Late Model requires Snell SA 2000 Helmet. Head and Neck

restraints, fireproof shoes, and fire systems recommended.

APPEARANCE--A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. Numbers at least 18-inches high on both doors. Six inch high numbers in top right corner of windshield required to assist restart alignments. Numbers 18-inches high should be on the roof readable from the right side. **No reflective or prismatic foil numbers allowed.** All dark colored cars must have ample light colored lettering or numbers to improve visibility. Poorly painted, poorly visible, or poorly lettered cars will be fined \$50 per race until corrected. 1" square rub rails allowed, mounting must be within 3" of ends & ends must be tapered and capped. Head light orbits must be tinned over and finished out. Attractive grill areas required. No profanity/offensive lettering allowed.

COOLANT-- No antifreeze or coolant allowed, \$30 fine if spilled on track. Fine will double per occurrence.

TIRE CONDITIONING--Chemical treatment of tires (softening) not permitted. Penalty options are under review.

TIRE ENFORCEMENT PROCEDURES for Late Model and Sportsman

Qualifying: Tires may be checked for softness upon completion of the qualifying run. Any car having a tire that tests softer than a track established number, is disqualified, the tire will be confiscated, and will be required to compete in the cony or Last chance event and start from the back of the pack. **Feature:** Tires may be checked for softness upon completion of the feature. Any car having a tire that test's softer than the established number, is disqualified and the illegal tire confiscated.

2011 Columbus SPEEDWAY LATE MODEL RULES

CAR ELIGIBILITY --1994 and newer North American made cars with 102-inch wheelbase or greater. No convertibles.

WHEELBASE & TREAD WIDTH -- Minimum wheelbase 105-inches, 1" tolerance allowed. Maximum tread width 65-inches, measured center to center of tires at spindle height (front and rear).

CHASSIS --Tube or stock stub allowed. Frame rails must be a minimum of 2-inch by 3-inch .125 wall tubing. Full perimeter type chassis recommended. All chassis must have driver's foot protection bar (Martin bar). **Min. frame ground clearance 3 1/2" at any point (with driver).**

ROLL CAGE --All roll cage tubing must be at least 1 3/4" .090" wall or equivalent. Welded gussets required on all joints. At least four evenly spaced horizontal bars required in driver's door and three in right side door. X-configuration allowed on right side and counts as one bar. All door bars must be mounted to the frame rails and the main roll cage uprights. Door bars must be connected with a minimum of two equally spaced vertical studs. Door bars must be on top of or outside of the frame rail. Left side door bar deflector plates of at least 1/8" steel required. Diagonal bar in top hoop required in all cars. Complete floorboards required. Floor pan under driver must be heavy-gauge steel. Cage construction and welding quality will be vigorously inspected. Main roll hoop must be behind driver.

SAFETY BELTS-- Belts must be dated 2007 or newer.

SUSPENSION--Conventionally mounted 5-inch springs or coil over type suspensions allowed. Steel or aluminum bodied, non-adjustable (**without Schrader valve**), shocks only. One unit per wheel. Rear suspension must be solidly mounted (no rubber bushings). No lift bar, fifth coil, or spring-loaded suspension device allowed. No rear stabilizer bars,

FROM LIST BELOW OF APPROVED SHOCKS:

AFCO: SERIES 13T, R S

BILSTEIN: SERIES SZ, SN

CARRERA: SERIES 6100 & 9100

PRO: SERIES A, AC, TA (STEEL), PG

QA1: SERIES 21, 50, 62, 67

Manufacturer's components must be used, valving optional.

Post race shock disassembly is the responsibility of the owner/crew chief. Bring tools or make arrangements. No bump-stops/ limit Bumpers or coil bind set-ups. Maximum allowed is one spring rubber per spring. One shock / spring per wheel. Rear suspension must be solidly mounted (no rubber bushings). Heim joints only. No lift bar or hydraulic suspension device allowed.

SPINDLES & HUBS--Any steel spindle allowed. Stock passenger car hubs or aftermarket wide five hubs allowed.

STEERING--Rack and pinion or steering box with center link style. Steering shaft must incorporate a minimum 2 U-joints and deflect force away from driver. **No electronic steering systems.**

WEIGHT--Minimum weight: 2,800# total, 49% front axle, and 42% right side. **Add 100# for lightweight (less than #42) crankshaft. Add 50# for Tri-Y headers or Merge Collectors. Add 10# for Aluminum drive shafts.** Minimum percentages apply at all times. All weights include driver in driver's position. All

weights are minimums without any fuel allowance (except for races scheduled longer than 50 laps- 1/2# per lap allowance after 50 laps and yellow flag laps will not count). **Stock stub cars must weight 2750#, 49% front axle, and 40% right side. Add 100# for lightweight (less than #42) crankshaft. Add 50# for Tri-Y headers or Merge Collectors. Add 10# for Aluminum drive shafts.** Ballast must be painted white and lettered with car number. **Your car must roll off scale without dragging with the driver in the car.**

WHEELS & TIRES--Aftermarket made for racing, steel wheels required. 8-inch maximum width. Goodyear D 2462/D2663 8-inch tire will be available at the track. The D2462 are left side tires only.

RADIOS--All radio frequencies must be registered with the officials. Failure to do so may result in disqualification. Register at Tech shack.

ENGINE LOCATION--GM and Ford engines must be located so that the furthest forward spark plug is no more than 2-inches behind the upper ball joint's centerline. Chrysler allowed 4-inch engine set back. **Minimum crankshaft height 9 3/4"**.

ENGINE--. Maximum of two valves per cylinder. No aluminum blocks or heads. Maximum displacement 362cid (Chrysler products 373cid). All engines must meet the following specifications regardless of manufacturer: Stock or stock replacement cast iron unaltered heads with factory valve angles (no angle milling, porting, polishing, acid dipping allowed) required. Bowtie numbers 14011058, 10134392, (casting # P/N 14011034), 12480034 and World Products Sportsman II numbers 011150, 011250 allowed. **Ford 351N and 352N heads, World Product Windsor Sr. 053040 allowed.** Gasket matching not allowed.

Maximum 2.02-inch intake and 1.6-inch exhaust valves required. Flat top pistons required. A minimum of zero deck height required. Maximum 10.8 to one compression ratio. Magnetic steel connecting rods only. Honda journal rods not permitted. **A 3/4" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required.** No Vortec, Iron Eagle, or 18-degree heads (on GM products) allowed. Valve spring retainers are the only titanium parts allowed.

No radius edge lifters allowed, lifters must be able to rotate in their bores. **No roller, mushroom or Variable Duration cam/lifters.** Maximum lift at valve (measured at retainer) .600". **OEM style-stud mounted rocker arms (no shaft style) required.** Operating starter required. Stock type ignition systems required. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. OEM type, mechanical fuel pump, in original location, required. **No dry-sump or vacuum oil systems allowed.** Single stage, external oil pumps allowed on Ford engines.

CRATE ENGINES--GM Crate motor (P/N 88959604) allowed with Holly 650 carburetor (P/N 80541-1) GM specifications and inspection procedures will be followed. Weight adjustments may be made to retain competitive balance. .

CRANKSHAFT--Production type steel crankshaft with normal configuration counter weights required. **See weight rule.**

CARBURETOR--One 500 CFM Holley 4412 or **Dorton 003-0.** Required. **No alterations** except removal of choke "Butterfly" allowed. **1 1/2 "** maximum adapter plate **with gaskets.** **No tapered carb spacer plates.** Boosters may not be changed. Height, size, and shape must remain standard and unaltered. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. **EXCEPTION:** epoxy allowed on boosters of 4412-2 bbl at main body. Double return springs required. Air cleaner required.

INTAKE & EXHAUST MANIFOLDS--Unaltered aluminum intake (Edelbrock Victor Jr. #2975(GM), #2915 & 2920 (Mopar), #2981 & #2921(Ford) or stock cast iron required on all engines. **Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material or any alteration to original form is forbidden and prohibited.** No spacer/adapter plates between intake manifold and cylinder heads. No gasket matching. Stock cast iron exhaust manifolds or aftermarket exhaust headers allowed.

EXHAUST--Exhaust must exit left or rear (under car) and behind driver. Flowmaster or Howe type muffler required. 98-decibel limit measured from front row of bleachers. No car expelling flame or smoke or backfiring will be tolerated.

CLUTCH, TRANSMISSION & DRIVESHAFT--Stock transmissions mounted directly behind engine with operating reverse gear and full counter shaft required. Automatic transmissions with or without torque converter permitted. Performance grade stock or racing clutch permitted. Minimum diameter 5 1/2", two-disk clutch minimum. **No straight cut gears allowed in transmission.** No carbon clutches allowed. A scatter shield or safety bell housing required when stock clutch is used. Hole in bell housing in line with flywheel required, to turn crankshaft during compression test. Minimum diameter 2 1/2" steel driveshaft required. Driveshaft must be painted a bright reflective color. Safety hoop required on front half of driveshaft. Driver

must be protected from driveshaft entering into driving compartment.

BRAKES--Four-wheel brakes required at all times. Maximum diameter 12¼" rotors, no drilling allowed (except stock replacement). No floating calipers, ABS units or brake recirculator systems. No 6 piston calipers allowed. **Maximum MSRP on any brake caliper \$190.00**

RADIATOR--**Metal only, Stock type water pump in stock location required.** Fan protection and overflow tank located in engine compartment required.

REAR END--Stock or rear spur gear type quick-change units with steel tubes permitted. **No mini type quick change**, No open tube or cambered (1/2 degree tolerance) rear ends. Drain plugs must be safety wired. **One-piece straight spline drive plates only.** Drain Plug must be wired.

FUEL & FUEL CELL- Fuel must meet specific gravity for said manufacturer. No additives of any kind. Fuel cell complete with 11-gauge or heavier container, interior bladder, foam baffle and rollover valve required. Mounting must use 1" square tubing. Fuel cell must be mounted in trunk area, as far forward as possible (at least 4 inches from the rear bumper and ASA bar). ASA bar must extend below bumper and be triangulated back to main frame. **Bottom rear of fuel cell must be protected from rear**

"SUBMARINE" type impact. Aeroquip or steel braided, fuel lines required, **metal** fuel filter required. Bottom of fuel cell must be at least 10 inches from the ground. Fuel filler must be accessed through deck lid. Filler spout may be extended, but not connected to body. All vents must be valved to eliminate leakage. Outlet must be on top. All fuel cells and associated protection bars will be vigorously inspected. Steel fuel lines must be properly located outside driver's compartment. Gasoline only, must meet specific gravity of manufacturer.

BODY & APPEARANCE--Stock appearing plastic, fiberglass, or metal bodies allowed. Minimum roof height 47". Minimum side window clearance 15". Maximum spoiler height 39", measured from ground. Maximum spoiler length 5". Maximum width 60". No air scoops or holes in hood allowed. Minimum ground clearance including nose, body, and rocker panels is 3¾" (**with driver**). Painted filler panels painted required. Front and rear bumpers must appear stock and enhance the appearance of the car. All windows must be of Lexan. Body must be within 2" from outside of tires. **Outlaw bodies will be allowed in 2011 but must pass the ABC body referee.**

TOW HOOKS--Tow hooks on front and rear required. ¼" cable has proved inadequate.

BATTERY--12-volt systems max. Batteries must be securely mounted ahead of rear axle, away from fuel cell and lines. All batteries in driving compartment must be in approved sealed battery box. Battery disconnect switch recommended.

ILLEGAL EQUIPMENT--Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; aluminum blocks; dry-sump systems; floating brakes; Aftermarket brake recirculators; external oil pumps (see exc.); multi-coil or crank fired ignition; on board data gathering or timing devices, ABS units, traction control devices, oil filled hubs. All illegal parts subject to confiscation.

TEAR DOWN CLAIM--For a fee of \$500 any Late Model driver in competition that night may request to have the head, intake, exhaust, and carburetor of one other competitor be removed for inspection. If found legal, \$300 is awarded to the one inspected with \$200 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won for that night. Officials can require intake, carburetor, and heads be removed and cc'd for acid dipping or other modifications. If components are found to be illegal they will be confiscated and destroyed. If found to be legal the owner will receive \$100 allowance for gaskets.

CRANKSHAFT INSPECTION PROCEDURES-- All car owners will be required to declare the weight of their crankshaft prior to racing. Those claiming their crankshaft to be over #42 will be required to allow as much inspection as is deemed necessary by the management and tech staff confirm this declaration (including the removal and weighing of the crankshaft).

2011 COLUMBUS SPEEDWAY SPORTSMAN RULES

CAR ELIGIBILITY--Any 1961 or newer American-made non-convertible passenger car) with wheelbase over 108-inches (Ford and Chrysler over 104-inches) allowed.

WHEELBASE AND TREAD WIDTH--Wheelbase must be within 1-inch of stock. Maximum tread width 63-inches, measured center to center of tires at spindle height (front and rear).

GROUND CLEARANCE--**Minimum ground clearance 4¾" at any point including spoilers, scoops, and mufflers, except front cross-member, which is 2¾" (with driver).**

CHASSIS-- GM chassis must retain original wheelbase. Ford/Chrysler may use GM Metric frame. Complete stock steel frame or unit-body must be retained to a point 6" behind center of rear axle.

Replacement with square tubing allowed rear of that point. Front stub and rest of frame must match. Minimum frame height 4³/₄" (**with driver**).

ROLL CAGE--All cars must have a well constructed, properly welded and gusseted 4 or 6 point roll cage made of minimum 1³/₄" .090 wall tubing or equivalent. Roll cage must have four uprights properly welded to frame. Right side of roll cage may not be located inboard more than right rails of front and rear stubs. Main roll hoop must be behind driver and be reinforced with a full x-bar configuration. Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind driver in main roll hoop. At least two bars must extend from main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to frame rail. All welds in cage and door structure must be gusseted. Driver's foot protection bar required. Left side door bar deflector plates of at least 1/8" steel required. Front hoop must connect to front roll cage uprights. Unit-body roll cage construction: contact competition director for guidelines.

SAFETY BELTS & HELMET-- Belts must be dated 2006 or newer. Helmet must be Snell SA 2000 or newer.

INTERIOR--Steel firewall and floor pan required. Passenger side interior can be finned over from top of driveshaft tunnel to passenger side door bars. **No radios allowed.**

SPINDLES, HUBS, STEERING--Stock unaltered spindles, hubs, and steering components required. Coleman steel hubs allowed. No lowered spindles. Heim joints allowed on outer tie rod ends. Fabricated steering column must incorporate 2 U-joints.

SUSPENSION--Any stock appearing steel spring that fits in original mount in original position allowed. One steel non-adjustable, non-rebuildable shock, with a welded bearing (both ends), with a maximum MSRP \$85, per front wheel. Screw Jacks, spring adjusters, adjustable spring spacer units where shock mounts through spring (front), screw type (wedge bolt) where shock mounts outside spring (rear) allowed. Spring buckets may protrude through floor pan. All other components must remain stock and in stock location, except where otherwise stated. Lower A-frames may have bushings replaced with steel insert type. Rear Control link rubber bushings may be replaced with non-metallic stock replacement parts. Tubular upper A-frames with bolt-in ball joint allowed. Stock front, solid (non-tubular) passenger car-(OEM) stabilizer bar mounted in stock position on frame. Frame mounted stabilizer adjusters allowed. 1" shock extenders in front and 2" in rear allowed. Heim joint shocks are not allowed in rear. No lift bars or traction devices. Rear control arms maybe after market, but must remain solid, non adjustable with steel or rubber bushings in stock location for that year and model of chassis. No heim joints allowed on rear control/trailing arms.

BRAKES--Four-wheel brakes required at all times. Master cylinder and pedals must remain in stock location. Howe stock replacement is only non-DEM brake caliper allowed (see weight rule). No "made for racing" components allowed. **Drilled rotors not allowed (except stock replacement).** One OEM brake bias adjuster (proportioning valve) allowed.

MID SIZE GM METRIC CHASSIS--Lower right A-frame may be 1" longer than stock. Coleman steel hubs or full size GM spindles allowed. Steering center link modifications (to improve bump-steer) allowed. Any stock production rear end allowed, provided that lower control arm/shock mount locations remain in the stock position for the metric chassis. Aftermarket or S-10 axle required on right side of metric rear ends.

FUEL & FUEL CONTAINER- Fuel must meet specific gravity for said manufacturer. No additives of any kind. Fuel cell required. Fuel cell must be located in trunk between frame rails as far from rear bumper as possible. If trunk floor is removed, it is required to install two 2" square tube cross members to the rear frame rails. One in front of and one behind the fuel cell. Mounting must use 1" square tubing. Minimum 11-gauge container around fuel cell required. Bottom of fuel cell must be at least 10 inches from ground. ASA bar required and must extend below bumper and be triangulated back to main frame. All vents must be valved. Filler tube extensions not allowed. Inlet cannot be on right side of cell. Outlet must be on top. All fuel cells and associated protection bars will be vigorously inspected. Steel fuel lines must be located outside driver's compartment. Gasoline only. **Aeroquip or steel braided,** fuel lines required, **metal** fuel filter required

WEIGHT--Minimum total weight is 3100 # including driver, 52% front axle, and 42% right side. **Add 25# for non OEM brake calipers.** All weights must be properly anchored to, but not below bottom of frame rail, outside driver's compartment. Ballast must be painted white and lettered with car number.

WHEELS & TIRES--Aftermarket made for racing, steel wheels, 8-inch maximum width required. **No bleeders allowed.** Goodyear D2462/D2663 8-inch tire will be available at the track. The D2462 are left side tires only. For Qualifying and Feature events all tires must have no more than 6/32" of tread and show wear (approximately 20 laps on right side tires).

ENGINE LOCATION--GM engines must be located so that the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline, all others allowed a 1-inch set back. Minimum crankshaft centerline height 10 1/2" (front and back). Max offset (right to left) 3".

ENGINE--Engine must be of same manufacturer as chassis and body. Maximum of two valves per cylinder. No aluminum blocks or heads. Maximum displacement GM & FORD 362cid (Chrysler products 373cid). All engines must meet following specifications regardless of manufacturer: Stock or stock replacement cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. The only stock replacement heads allowed are World Products SR I052 #4266B and #4267B. Maximum 2.02-inch intake and 1.6-inch exhaust valves required. Valve spring retainers are the only titanium parts allowed. Flat top pistons required. A minimum of zero deck height required. Maximum 10.8 to one compression ratio. Magnetic steel connecting rods only. **Honda journal rods not permitted.** No Bowtie, Vortec or 18-degree heads allowed on GM products. Production type steel crankshaft with normal configuration counter weights required. **A 3/4" NPT inspection hole in oil pan required.** Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required. OEM type, mechanical fuel pump, in original location, required.

CAMSHAFT & IGNITION--Hydraulic cam/lifters only. **No roller, mushroom or Variable Duration cam/lifters.** Absolute maximum lift at valve: GM-.490 inch, Ford/Mopar-.520 inch. Roller tip rocker arms allowed, but must retain original pivot type (ball & socket). No solid lifter or roller cams allowed. Stock type (HEI) ignition components only. Any coil permitted. Firing order may not be altered. No MSD boxes or dual-point distributors.

CARBURETOR--Stock unaltered 500 CFM Stock Holley 4412 2 bbl. or Rochester 1 3/8" 2bbl allowed. \$300 claim on any carb at any time (after racing event) by any competitor in Sportsman Division or management. No alterations except removal of choke "Butterfly" allowed. **1 1/2" maximum adapter/spacer plate (gasket included) allowed.** Double return springs. Air cleaner required to act as flame arrestor. No air induction boxes or ram air units allowed. 1 1/2 inches may be removed from the back of hood for air only, no wider than air box. ALL AIR BOXES SUBJECT TO APPROVAL OF TRACK OFFICIALS.

No Dorton 003-0 carbs with HP metering blocks allowed.

INTAKE & EXHAUST MANIFOLDS--Completely stock passenger car 2-bbl. cast iron intake and exhaust manifolds or Edelbrock Performer #2101 or Performer RPM #7101 intake manifold required. No cast iron 4-bbl manifolds. Ford (N351 or OE Windsor head) M-9424-C358, M-9424-Z351; Edelbrock 2181 or 7181 or (OE Windsor head) Edelbrock 2980, 2981 Mopar; Edelbrock 2176 or 2915. No tapered carb spacer plates. Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material or any alteration to original form is forbidden and prohibited. No Bow-Tie manifolds. Internal heat riser crossover must remain in place. Center dump and log style manifolds allowed. Max exhaust manifold inside diameter 2-1/16-inches. No cast iron header style exhaust manifolds allowed.

EXHAUST SYSTEM--**Maximum diameter 2 1/2" before collector and/or muffler, 3" maximum diameter behind muffler.** Exhaust must exit left or rear (not right side) and behind driver. Effective mufflers required. Collector or muffler must not be located forward of transmission. 100-decibel limit measured from front row of bleachers. No car expelling flame, smoke or backfiring allowed.

DRIVESHAFT-- Minimum diameter 2 1/2" steel driveshaft required. Driveshaft must be painted a bright reflective color. Safety hoop required on front half of driveshaft. Driver must be protected from driveshaft entering into driving compartment.

REAR END--Rear end can be stock for that make car. Rear drum brakes required. No independent rear suspension allowed. **9" Ford floating read ends will be allowed with drum brakes only. No rear disc brakes allowed. Car must maintain minimum frame height 4 3/4" (with driver)**

BATTERY--Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12 volt system.

RADIATOR--Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required. Overflow tank located under hood required.

TRANSMISSION--Stock automatic transmission with operating 11-inch minimum diameter torque converter. Torque converter post-race inspection will occasionally be required. Stock manual transmission

allowed with 10" steel flywheel only with stock clutch and pressure plate. All forward and reverse gears must operate. Transmission overflow bottle required, No rubber transmission lines, transmission cooler not allowed in driver compartment.

CRATE ENGINES--GM Crate motor (P/N 88959602) allowed with Holly 650 carburetor (P/N 80541-1) GM specifications and inspection procedures will be followed. **Weight adjustments may be made to retain competitive balance. Crate engines are allowed to run headers (add 50#), maximum MSRP \$225.(no stepped or 180 degree headers)**

No Ford or Chrysler crate engines allowed.

FRONT WHEEL DRIVE EXCEPTION--A front wheel drive platform will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition.

TOW HOOKS--Tow hooks on front and rear required. ¼" cable has proved inadequate

BODY AND APPEARANCE--All cars must remain stock appearing with complete fenders, quarter panels, doors, roof, hood and trunk lid. Stock steel roof with A, B, & C posts required. No front wheel drive body styles allowed (Lumina-Taurus-Avenger, etc). Stock steel or professionally built **metal** bodies required. Bodies cannot be shortened, chopped or channeled, light moldings and stock appearing metal grill required. All doors must be welded shut. Stock hood with reinforcements removed or fiberglass hood required. Hood latch must be removed. No multi-plane spoilers. Maximum spoiler length 5". Maximum spoiler width 60". Spoiler may not extend outside body by more than 1-inch. No wings or skirts allowed. No air scoops or holes in hood allowed. Filler panels painted with reflective colors required. Front and rear bumpers must appear stock. Bumper ends must be capped or connect to body. **Professionally appearing and attractive grill/radiator opening required. All aftermarket nose pieces must match make (GM on GM, Ford on Ford) of body.** Stock or Lexan windshields required, all other windows (if used) must be of Lexan. Sunroofs must be closed in with **steel sheet metal**. Body must be within 2" from outside of tires.

TEAR DOWN CLAIM--For a fee of \$500 any Sportsman class driver may request to have the head, intake, exhaust, and carburetor removed for inspection. If found legal, \$300 is awarded to the one inspected with \$200 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won that night. Officials can require intake, carburetor, exhaust manifolds, and heads be removed and cd'd for acid dipping or other modifications. If components are found to be illegal they will be confiscated and destroyed. If found to be legal the owner will receive \$100 allowance for gaskets.

Weight adjustments may be made to retain competitive balance. MANAGEMENT AND STAFF OF COLUMBUS SPEEDWAY RESERVE THE RIGHT TO ADJUST, ALTER OR DELETE ANY RULE IN THE INTEREST OF MAINTAINING EQUITY IN COMPETITION.

2011 Columbus SPEEDWAY HOBBY STOCK RULES

CAR ELIGIBILITY--Any 1961 to 1998, American-made passenger car allowed. Minimum wheelbase of **108-inches (104-inches for Ford and Chrysler)**, no convertibles, T-tops, sports cars, pony cars or special manufactured cars allowed without prior approval. Unitized body cars required to cross brace driver's area and have sandwich plates at roll cage mounting points.

FRONT WHEEL DRIVE ELIGIBILITY--Front wheel drive cars produced before 1996 with V-6 EFI engines and minimum **104-inch** wheelbase allowed. Full unit-body structure, including trunk floor, required. OEM electronic fuel injection system required. Fuel Cell required. Headers allowed. Cam lift allowed 10% increase for engine used. Minimum weight 2900 pounds. 60 series tires allowed. Tires must be offered to the public at no more than \$90 each. All other rules apply.

FRAME/ROLL CAGE--Frame must unaltered from front to back. Roll cage must have four uprights located in the furthest forward corners of the driver's compartment and directly behind the driver's seat. Roll Cage width must be symmetrical and not narrower than frame rails. Roll cage must be constructed of 1¾" .090 wall tubing or equivalent. No pipe fitting's, galvanized pipe, or exhaust tubing allowed. Roll cage must be welded to the frame or the sandwich plates if unitized body. Top of the roll cage must be reinforced with two bars welded to the rear frame kick-up. Roll cage must include an "X" brace behind driver. Three bars required in both the driver's and right side doors. Doors may be gutted for bar clearance. All welds must be gusseted and of good quality. Deflector plates and foot protection bar required. One bar allowed through the driver-side firewall for foot protection. Front hoop bars (two only) allowed from roll cage uprights through firewall to front stub and upper radiator protection bars. Front hoop may connect to front stub at a maximum of six points. No wedge (diagonal) bars allowed. **Rearward roll cage braces must mount to frame kick-up ahead of axle.** Unit body cars allowed four bars from roll cage to rear sub-frame. Sub-frames must be connected with tubing.

GROUND CLEARANCE—Min. ground clearance 5½” at any point (**with driver**), except front cross-member and mufflers which is 3½”.

INTERIOR—Firewall and floorpan must be stock. Firewall may be boxed to allow clearance for valve covers and distributor with engine set-back. Rear firewall must be added to isolate from trunk area. No radios allowed.

SAFETY BELTS & HELMET-- Belts must be dated 2005 or newer. Helmet must be Snell SA 2000 or newer.

SUSPENSION--Completely stock suspension components for vehicle used required, no modifications allowed, except rubber bushings may be replaced with non-metallic stock replacement parts. **Full size spindles allowed on metric chassis. Lower control arms on metric cars may be lengthened 1”.** Rear stabilizer bar must be removed. Stock appearing springs required. **Rear springs on non-metric cars must be a minimum of 14-inches tall and have a pigtail on one end. Rear springs on metric cars must be a minimum of 12-inches tall and have a pigtail on one end.** Non-adjustable, stackable shims allowed on top of coil springs. No spring separators, or weight jacks allowed. Stock or SRP shocks required. Maximum camber allowed is 3-inches measured at the wheel. **Stock front, solid (non-tubular) passenger car-(OEM) stabilizer bar mounted in stock position on frame.**

BRAKES--Stock brake units only. Four-wheel brakes required at all times. Master cylinder and pedals must remain in stock location. No "made for racing" components allowed. One OEM brake bias adjuster (proportioning valve) located in engine compartment allowed.

ENGINE--Engine must be stock for that make. All engines may be located so that the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline. No Chevrolet 400cid engine blocks allowed. Maximum displacement **362 (373 for MOPAR)** cid, maximum compression 10.8 to 1. No domed pistons. No aluminum intakes or heads. **No roller, mushroom or Variable Duration cam/lifters.** No solid roller cam/lifters. Maximum lift at valve: GM-.420-inch, Ford/Mopar-.460-inch. No matching, grinding, polishing of any type allowed. No after market parts, no dual point distributors. OEM type, mechanical fuel pump, in original location, required. No after market parts, no dual point distributors. OEM type, mechanical fuel pump, in original location, required. **One OEM unmodified two-barrel carburetor required, maximum bore diameter 1¼” with pressed in style booster cone, 1 3/8” on Ford and 1 9/16” on Chrysler products.** No dual feed carbs. Air cleaner required to act as flame arrestor. Overflow tank located under hood required. The IO52 World Product stock replacement head with 171 cc intake runners are the only non OEM head allowed. **A ¾”NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft.**

DRIVE TRAIN--Stock automatic transmissions with all forward and reverse gears operating required. Stock operating 12-inch minimum diameter torque converter required. Transmission overflow bottle required. No lightweight (Vega type) torque converters allowed. No Power glide transmissions. No rubber transmission lines allowed. Transmission cooler not allowed in driver compartment. Stock, unaltered, open rear ends required. Stock diameter steel driveshaft required. **Aftermarket or S-10 right side axle required on metric cars.**

INTAKE & EXHAUST MANIFOLDS--Completely stock passenger car 2-bbl. cast iron intake and exhaust manifolds required. **Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material or any alteration to original form is forbidden and prohibited.** Four-barrel intake manifolds allowed only on engines that were not offered with a two-barrel manifold. 1¼” unaltered stock adapter plate w/ gasket allowed on cars with four-barrel manifolds. No Bow Tie manifolds. Internal heat riser crossover must remain in place. Center dump and log style manifolds allowed. Max exhaust manifold inside diameter 2 1/6 -inches. No cast iron header manifolds.

WEIGHT--Minimum total weight is 3400lb. 53% front axle, and 45% right side. All weights must be properly anchored to (and not lower than) frame rail outside driver's compartment. Ballast must be painted white and lettered with car number. All weights include driver.

WHEELS AND TIRES-Tire must be offered to the public at no more than \$95. Tires must be stock passenger 75 series radial tires only, maximum size P235. No high performance tires allowed. Tires must be consistent, all 14” or 15” diameter. Steel wheel only, max. width 7” measured at bead, max. offset 2 inches.. Aftermarket racing wheels required on right side. **No bleeders allowed.** One-inch lug nuts required. Heavy-duty studs recommended. Management may claim any tire at any time for \$60. Minimum durometer reading is 60. **SPEC Tire may be tested in 2011.**

GAS TANK--All stock tanks must be removed. 6 or 8 gallon marine or farm tractor tank allowed. Maximum 16-gallon fuel cell allowed. Gas tank must be placed as far forward in the trunk area as possible,

centered right to left, and secured with solid metal straps, bolts and washers. No plumbers strap allowed. If trunk floor is removed, it is required to install two 2" square tube .125" wall cross members to the rear frame rails. One in front of, and one behind the tank/cell. Mounting must use 1" square tubing, and not be lower than bottom of rear frame rails. **Aeroquip or steel braided**, fuel lines required, **metal** fuel filter required. Fuel line must exit top of tank. No fuel lines in driver's compartment. Complete metal firewalls front and rear required. Fuel must meet specific gravity for said manufacturer. No additives of any kind

BATTERY--Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12-volt system.

BODY AND TRIM--Body must match frame used. Complete stock appearing steel bodies with glass or Lexan windshields required. **All aftermarket nose pieces will be allowed and must match make of body.** Unaltered body mounts required. All doors must be welded shut. Fenders may be trimmed moderately for clearance. Front & rear overhangs may be shortened maximum of 4-inches. All glass and plastic must be removed, except windshield. Hood pins must replace Hood and Trunk latches. Hood X reinforcement must be removed. **Maximum spoiler length 5". Maximum spoiler width 60". Spoiler may not extend outside body by more than 1-inch. No front spoilers allowed.** Spoiler must be mounted on the rear of deck lid. Spoilers must maintain a 40-50 degree angle. Full rocker panels required. Stock steel bumpers required front and rear, may be reinforced, and bumper ends must connect to body. Tire cutting edges must be trimmed. Limited radiator protection bars allowed.

TOW HOOKS--Tow hooks on front and rear required. 1/4" cable has proved inadequate.

EXHAUST SYSTEM--Maximum diameter 2 1/2" before collector and/or muffler, 3" maximum diameter behind muffler. Exhaust must exit left or rear (not right side) and behind driver. Effective mufflers required. Collector or muffler must not be located forward of transmission. 98-decibel limit measured from front row of bleachers. No car expelling flame, smoke or backfiring allowed.

FORD AND CHRYSLER EXCEPTIONS--Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition.

TEAR DOWN CLAIM--For a fee of \$400 any Hobby Stock driver may request to have the head, intake, exhaust, or carburetor removed for inspection. If found legal, \$200 is awarded to the one inspected with \$200 retained by the officials. If illegal, the fee is returned to the protestor and the violator forfeits all money and points won that night. Officials can require intake, carburetor, exhaust manifolds, and heads be removed and cc'd for acid dipping or other modifications. If components are found to be illegal they will be confiscated and destroyed. If found to be legal the owner will receive \$100 allowance for gaskets.

2011 COLUMBUS SPEEDWAY BANDIT RULES

GENERAL -- This is a stock production class primarily designed for beginners. The management of the speedway can claim any car for \$1,250 at any time. The class will run **BOTH DIRECTIONS**. Cars in line at the start of qualifying will be given 2 laps; all others are limited to 1 lap. The Bandit class is designed to be an affordable and enjoyable introduction into auto racing.

CAR ELIGIBILITY--Any American or Foreign made 1980 to **1999**, front wheel drive standard production automobile offered with a three or four cylinder EFI engine allowed. Wheelbase maximum is 104-inches. No Honda CRX, convertibles, T-tops, two seat, sports cars. All Wheel Steer cars and special manufactured cars allowed only with prior approval. Driver/owner must complete a specification sheet at initial inspection. **Chassis (VIN #, wheelbase, control arm lengths, etc) and engine (engine #, bore-stroke, EFI info, camshaft, etc.) specs will be required prior to racing. Sheets will be available at Tech shed.**

ROLL CAGE--Roll cage must have four uprights located in the furthest forward corners of the driver's compartment and directly behind the driver's seat. Roll cage must be constructed of 1-3/4" .090 wall mild tubing or equivalent. No pipe fitting's, galvanized pipe, or exhaust tubing allowed. Each roll cage upright must be welded to a 6" by 6" upper sandwich plate made of 1/4 inch steel and connected two the bottom sandwich plate by four - 1/2 inch diameter grade 5 bolts. Top of the roll cage must be reinforced with two bars each welded to a 6" by 6" 1/4 inch plate welded to the rear frame kick-up. Roll cage must include an "X" brace behind driver. Three bars required in both the driver's and passenger side doors. Left side door bar deflector plates of at least 1/8" steel required. Doors may be gutted, and inner panels removed for bar clearance. Welds must be gusseted and of good quality. One bar allowed through the driver-side firewall for feet protection. Strut/shock towers may be connected side to side.

SUSPENSION--Completely stock suspension required, no modifications allowed. Stock or stock replacement springs and shocks required. Front cross-member must remain at stock ride height. Rear ride

height cannot be lower than front cross-member height. OEM remote adjustable shocks must be disabled. Front spring spacers, spacer blocks, or weight jacks not permitted. Rear springs may be altered. Rocker box must be at production height. **Maximum camber allowed is 1 inch on front and ½ inch on rear measured at the wheel. No cut springs allowed.**

ENGINE AND DRIVE TRAIN--*Engine must be stock for that make and model.* Four cylinders maximum. **No turbochargers, superchargers or rotary engines. VTECH engines will be allowed and must add 50# and are subject to further weight adjustment as deemed by track officials.** All engines must use stock motor mounts and be in stock location. Engine must remain completely stock. Wiring, including data port and computer configuration must remain as produced. Stock air cleaner required. Stock automatic or manual transmissions with all forward and reverse gears operating required. Stock, unaltered clutch required. Overflow tank located under hood required. A/C, smog pump and heater core may be removed. **No locked or limited slip differentials allowed.**

WEIGHT Liter Minimum weights

(0-1.799 Liter) 2300 lb.

(1.8- 1.99 Liter) 2350 lb. 2 valve OHC add 25 lb.

(2.0- 2.29 Liter) 2400 lb. 3 valve OHC add 50 lb.

(2.3-2.6 Liter) 2450 lb. 4 valve OHC add 100 lb.

All weights include driver. Ballast weight must be securely fastened to rear seat footwell using sandwich plate method.

SAFETY BELTS & HELMET-- Belts must be dated 2005 or newer. Helmet must be Snell SA 2000 or newer. Shoulder supports required and head supports suggested.

SAFETY EQUIPMENT-- Eye protection required. Complete approved fire retardant driving suit and gloves required. Aluminum racing seat required. **Operating fire extinguisher required.** No two-way radios. No motorcycle helmets allowed in 2011.

BRAKES -- Four-wheel brakes required at all times. Stock, unaltered brakes only.

WHEELS AND TIRES - 13", 14" or 15" OEM wheels with maximum width 6-inches measured at bead.

Aftermarket racing wheels with original backspacing and width **(not to exceed 4 1/2" back spacing)**

allowed with 1/8" spacer and 1" lug nuts. **No bleeders allowed.** Stock passenger car tires, maximum width P195 radial only. 13" tires, minimum 60 series allowed, 14" & 15" tires minimum 65 series allowed. Tires must not exceed \$60 MSRP. Sumitomo HTR 200 are the only H rated tires allowed. Wheels & tires must be the same size and series per axle. Stock or One-inch lug nuts and heavy-duty studs recommended. Management may claim any tire for \$50.

GAS TANK-- Stock tank in stock location are allowed if mounted ahead of rear axle. Cars without fuel pump mounted in tank must use fuel cell or marine tank not to exceed 8-gallon capacity. Gas tank must be placed as far forward in the trunk area and centered right to left as much as possible, above floor pan and secured with solid metal straps, bolts and washers. No plumbers strap allowed. Fuel line must exit top of tank. No fuel lines in driver's compartment. Complete metal firewalls front and rear required.

BODY AND TRIM--Complete stock bodies with glass or Lexan windshields required. Body gutting limited to doors, hood and trunk/deck lid. All doors must be welded shut. Fenders may be trimmed moderately for clearance. Stock bumpers front and rear required, moderate reinforcement allowed. Bumpers must be chained to frame. **Bars must not stick out in front of hood.** All glass and plastic must be removed, except for opera (side) and windshield. Hood pins must replace Hood and trunk latches. Hood X reinforcement must be removed. No aftermarket nose pieces allowed. Full rocker panels required. Side skirts must not be lower than rocker panel. Tire cutting edges must be trimmed. All flammable materials carpeting, etc. must be removed. No profanity or offensive lettering. Tow hooks required front and rear, ¼" cable has proved inadequate.

BATTERY--May be relocated to interior and be securely mounted in sealed battery box.

EXHAUST--Maximum outside diameter 2-1/2 inches. Catalytic converter may be removed. Exhaust must exit rear of car behind driver. Effective muffler required. 100-decibel limit measured from front row of bleachers. No car expelling flame, smoke or backfiring allowed.

Suspension—Stock for year, make and model. **No spacers allowed on front or rear springs. No cut springs allowed.** Springs must be stock or stock replacement(OEM).

TEAR DOWN CLAIM--For a fee of \$400 any Bandit driver may request to have the head, intake, or exhaust, removed for inspection. If found legal, \$300 is awarded to the one inspected with \$100 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won that night. **Management can claim any computer for \$100 or swap at anytime during competition.**

CLAIM RULE--The track may purchase any car for \$1,250 after any event. This amount is for the complete car. If the winning driver refuses the claim, he loses all prize money and points for that race meet and the car is barred from further competition. Claimed cars may be disposed of by auction or by any method at the tracks discretion.

2011 COLUMBUS SPEEDWAY BACK-UP RULES

Car must be full frame cars only.

Headlights and side windows are to be removed (not broken out)

All burnable materials must be removed.

8" Steel wheels only. No recap tires allowed.

If there is too many for 1 feature, two will be run.

Features will be 8 laps in duration, and will be run in reverse from a standstill.

Absolutely no intentional hitting of stopped cars.

Absolutely no T-boning of cars

4 Point Roll cage is required