

Madison International Speedway 2019 NASCAR Sportsman TBD Rules

11/12/18

The Guidelines 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 guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of MIS officials, whose decisions are final. All drivers competing in this division will be required to obtain an annual or temporary NASCAR License.

The rules as outlined below will be applied to all cars – however minor variations may be allowed on cars that race at area tracks and follow their rules. MIS may impose weight penalties for these variations. MIS may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety. This class will have an established time of 20.000 seconds/90MPH per lap, competing on the half mile. Sportsman, Mid-American, Vintage, Trucks, 602 Late Models and Modifieds are welcome as well as any other car that meets the rules of this class.

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OO. TIME

PP. PENALTIES

A. 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 15" 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 and left are recommended.

B. SAFETY BELTS-- Belts must be dated 2014 or newer. Minimum 3" wide lap belt, 3" wide shoulder harness and submarine (crotch) strap required. Belts must be anchored to roll cage or frame. Belt anchorings must swivel or be bolted solid pointing in same direction as when driver is belted in. Grade 5 bolts and hardware required. Shoulder harness must not be anchored lower than 2" below driver's shoulder height. 6-point belts (double crotch strap) are recommended.

C. 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, (on board fire systems recommended). 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. No carbon fiber interior components will be allowed. **No on-board timing devices allowed.**

D. DRIVER AND DRIVER'S ATTIRE- Complete approved fire retardant driving suit and gloves required. Eye protection and a Snell SA 2010 (SFI 31.1 2010) helmet or newer required. Snell "M" helmets not allowed. Head and Neck restraints (HANS type) and fireproof shoes recommended. **MIS officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update their safety equipment.**

~~**E. CHASSIS ELIGIBILITY--** Any American made passenger car with a factory wheelbase over 108" (Ford and Chrysler over 104").~~

~~**F. WHEELBASE AND TREAD WIDTH--** Wheelbase must be within 1" of stock. Maximum tread width 63 1/2", measured at center to center of tires at spindle height (front and rear).~~

~~**G. GROUND CLEARANCE--** Minimum ground clearance is 4 3/4" at frame and rocker panels, except front cross member, which is 2 3/4" (with driver). Nosepiece ground clearance is 4 3/4", and is also listed in body and appearance section.~~

H. CHASSIS-- Chassis must retain original wheelbase. In order to be considered Stock frame/chassis it must be an American made passenger car, complete stock steel frame 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. **Fabricated chassis allowed with GM 602 Crate Motor Only.**

I. ROLL CAGE-- All cars must have a well constructed, properly welded and gusseted 4 or 6 point roll cage made of minimum 1 3/4" x .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 contain a diagonal bar. Cage must be reinforced from left to right with bars under the dash 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. Uni-body roll cage construction: contact competition director for guidelines.

J. INTERIOR-- Steel firewall and floorpan required on driver's side, (foot box style is OK). Passenger side interior can be tinned over from top of driveshaft tunnel to passenger side door bars.

K. 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 only. Fabricated steering column must incorporate 2 U joints. No electric power steering units. Power steering pump must be driven from front of motor by belts. Regionally accepted components for this level of racing will be allowed, call with questions.

L. SUSPENSION--Any stock appearing, non-progressive, magnetic steel spring with a maximum cost of \$100, that fits in original mount in original position allowed. One steel non-adjustable, non-rebuildable shock, with welded bearings on both ends, (exception—allowed is Pro WB, with welded bearing only on one end), with a maximum MSRP \$85, per wheel (front and rear). No special-valved shocks allowed, (must be off the shelf items, nationally advertised). Shocks may be impounded after any race event for dyno testing to ensure that stock valving is maintained. Stock location (inboard) front shocks may be used with lower mounts extended 1". One Screw Jack allowed at front and rear springs. Lower A-frames may have bushings replaced with steel insert type. Rear suspension: bushings at control arms and rear end must be stock style and design, full width poly or rubber (no heims or spherical bushings). Aftermarket rear control arms allowed, stock fixed length only. Tubular upper A-frames allowed, (may relocate frame mount). No monoball type ball joints or suspension components. Aftermarket one piece hollow sway bar allowed. No spline type sway bars. Frame mounted sway bar adjusters allowed. Rear shock upper mount must be in stock location, lower mount may be extended down 2". No lift bars or traction devices. Rear control arm mounting locations on frame, (uppers and lowers), must remain stock for that year and model chassis, except metric exception below. All other components must remain stock and in stock location, except where otherwise stated. No independent rear suspensions. Steel or aluminum bodied, non-adjustable shocks with a maximum cost of \$200, KONI 30 Series shocks allowed. No bump stop or rebound limiting suspensions allowed. MIS will experiment with the KONI 30 series shock during the 2018 season.

M. BRAKES--Four-wheel brakes required at all times. Only one master cylinder allowed. The Howe steel stock replacement caliper is the only non-OEM brake caliper allowed to replace "full size" calipers. "Metric" calipers may be replaced with similar design aftermarket steel calipers with a maximum MSRP of \$85. No "made for racing" components allowed, except brake pads. Directional vane rotors allowed. Drilled, vented, J hooked, scalloped not allowed. Maximum rotor diameter 11 3/4", maximum rotor width 1 1/4", Maximum MSRP \$105. One brake bias adjuster (proportioning valve) allowed. Rear disk brakes (no aluminum components) allowed, see section DD. "Wheel fans" and brake blowers are allowed. Floor mounted pedals allowed.

N. MID-SIZE GM METRIC CHASSIS EXCEPTION—Lower right A-frame may be extended 1" between spring pocket and ball joint. 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. Upper control arm mounts on frame may be raised. Aftermarket axle required on right side of metric rear ends.

—DCA fabricated 108" Metric Perimeter Frame is the only aftermarket frame approved by MIS for use, and must follow the following rules: All suspension mounting points match GM locations, and can not be altered, except the front upper control arm mounting locations which can be placed at any location. Tubular upper control arms may be used. The rear upper control arm mounts are allowed to be raised from stock a maximum of 1", as provided from DCA. Lower right front A-frame may not be extended, must be stock length for this chassis. 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. Roll cage must be of full width design, and mount to perimeter frame rails. Adding this front stub to an existing stock frame may be allowed—call MIS first.

O. FUEL & FUEL CONTAINER--Fuel cell required. Fuel cell must be located behind rear axle between frame rails as far from rear bumper as possible. Minimum 11-gauge (.120") container around sides and bottom of fuel cell required. Bottom of fuel cell must be at least 10" from ground. Fuel cell protection bar, 1 3/4" minimum diameter, required and must extend below fuel cell and be braced back to main frame. All vents must be valved to prevent leakage in a rollover situation. 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 or made for racing fuel lines only (no aluminum), must be located outside driver's compartment. Gasoline only, no oxygenated additives allowed.

P. WEIGHT—Minimums including driver:
Sportsman/Mid-Am/Vintage 2900 lbs

Truck/602 Late Model 2700 lbs

Modified: 2650 lbs

Maximum 60% left side weight

total weight 3100 lbs., 52% front axle, and 42% right side. GM 602 crate motor will run at 3100 lbs. All weights must be properly anchored to, but not below bottom of frame rail. Ballast must be painted white and lettered with car number. No tungsten, lead shot, ball bearing type, or liquid type allowed. No moving weight or weight moving devices allowed.

Q. WHEELS--Aftermarket made for racing, steel wheels required, 8" maximum width. No bleeders allowed. Wheel studs must be long enough for threads to show on outside of lug nuts. No wide five wheels.

R. TIRES—This class will utilize the American Racer 870 only. Tire allotment will be done using a tire bank system for TEAMS COMPETING WEEKLY AT MIS, with 6 tires for first event of the season, and earning 1/2 tire per week after the second week of your competition. Tires can be "banked" for future events. All tires run in competition must be in your tire bank. Visiting teams may run a maximum of one new tire when competing. This class may utilize any treaded Hoosier Racing Tire which properly mounts on an 8" or narrower wheel. AR 870 allowed through 7/1/19. Chemical treatment (softening) is not allowed. Tires must be at least 1/32 off of new tire depth measurement.

S. ENGINE LOCATION--GM engines must be located so that the center of the furthest forward spark plug hole is in line with or ahead of axle centerline, all others allowed a 2" set back. Minimum crankshaft centerline height 10 1/2" (front and back). Max offset (right to left) 2". All engines: oil pan may be no lower than bottom of cross-member. Options to correct are add to bottom of cross-member with square tubing or raise motor.

T. CRATE ENGINES--No Ford or Chrysler crate engines allowed. GM Crate motor (P/N ...602) with Holly 650 carburetor, P/N 80541, without carb spacer is the only crate engine allowed. At any time during the season, MIS may impound any crate engine for dyno testing. If legal (passes the dyno test, etc.), the cost for this will be covered by MIS. If illegal, driver will be suspended for one full year, and loss of points, fines, and engine forfeiture may result. GM specifications and inspection procedures will be followed. Crate engines must run stock style HEI distributor with coil in cap. Crate engines are allowed to run headers, maximum MSRP \$250, (no stepped or 180 degree headers). No coatings allowed on headers or exhaust pipes. Crate engines will not be allowed to be freshened, (buy new instead). Repairs may be made, will be handled on a case by case basis under MIS guidelines. Electric water pumps not allowed. GM 602 Crate Motor (P/N 19258602) is the only crate motor allowed and must be used as produced from factory. 602 allowed on all chassis, fabricated chassis MUST utilize 602 Crate Motor.

U. OPEN ENGINE--Maximum of two valves per cylinder. No aluminum blocks or heads. V-8 cast iron blocks and heads only. Maximum displacement 362cid. All engines must meet the following specifications regardless of manufacturer: Stock or stock replacement cast iron unaltered heads required with no angle milling, porting, polishing, acid dipping, or gasket matching. GM stock replacement heads allowed are: World Products SR I052 #4266B and #4267B, PBM Thunder Head #167270 with 170cc intake runner, or Dart Iron Eagle SS—part number 10024266, 10024267, straight plug with 165cc intake runner. Maximum valve size: 2.02" intake and 1.6" exhaust. 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, angle plug, 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. Electric water pumps not allowed. Open Engine can only be used with stock chassis.

V. CAMSHAFT & IGNITION—Hydraulic cam/lifters only. Maximum valve lift for all engines (GM, Ford & Mopar) is .490" at intake and exhaust. This is determined as follows: max cam lobe allowed is .326" and must be matched with 1.5 or smaller ratio rocker arms, (ie: .326" X 1.5 = .490" lift). 1.52 ratio rocker arms are only allowed with cams with a maximum lobe of .322" (ie: .322 X 1.52 = .490" lift). 1.6 ratio rocker arms are only allowed with cams with a maximum lobe of .306" (ie: .306 X 1.6 = .490" lift). Rocker arm ratio will be determined using tech tools chosen by MIS officials. Examples listed are for GM, other manufacturers will be determined using similar calculations.

Lifters must be stock type hydraulic, and as installed and adjusted must bleed down .100". No high dollar lifters allowed.

Roller tip rocker arms allowed, but must retain original pivot type (ball & socket). No solid lifter or roller cams allowed.

Stock type ignition components only. Any coil permitted. Firing order must be stock. MSD boxes, dual point distributors, computer controlled or crank fired ignitions not allowed.

W. FORD EXCEPTION—May run aftermarket cylinder head—World Windsor Jr. cast iron with 180cc intake runner. No 351C heads allowed on 351W or 302 blocks. Intake manifolds allowed are Edelbrock Performer RPM #7121 for 302 and 7181 for 351W.

X. MOPAR EXCEPTION—Maximum displacement 373 CID. W2 cylinder heads not allowed. Stock shaft style rocker arms only. Intake manifold allowed is Edelbrock Performer RPM #7176.

Y. CARBURETOR--500 CFM Holley 4412 2 bbl. required (Dorton HP is OK, **Ultra series is not allowed**). No alterations except removal of choke "Butterfly" allowed. 1 5/8" maximum adapter / spacer plate (gaskets included) allowed. No tapered spacers. No part of spacer may extend into intake manifold. If spacer consists of more than one piece, all holes in each piece must match in size and configuration. Double return springs. Air cleaner required to act as flame arrestor. No air induction boxes or ram air units allowed. Front half of air cleaner may be shielded from heat intake. **Limit of one carburetor**. Steel or made for racing fuel lines required, metal fuel filter required.

Z. INTAKE MANIFOLDS—Completely stock passenger car 2 bbl. cast iron or Edelbrock Performer #2101 or Performer RPM #7101 intake manifold required. No grinding, polishing or altering allowed. No Bow Tie manifolds. No cast iron 4 bbl manifolds.

AA. EXHAUST MANIFOLDS—Completely stock cast iron exhaust manifolds required. No grinding, polishing or altering allowed. Center dump and log style manifolds allowed. Max inside diameter 2 1/8". No Corvette 2 1/2" center dumps. No cast iron header style exhaust manifolds allowed.

BB. EXHAUST SYSTEM--Maximum diameter 2 1/2" before collector and/or muffler, 4 1/2" maximum diameter behind muffler. Exhaust must remain under car body, must exit behind driver, beneath car pointing downward. =All cars 100 decibel max, measured from middle walkway of grandstands. Effective mufflers required. Collector or muffler must be located rear of engine. No car expelling flame, smoke or backfiring allowed. **Coatings on exhaust pipes are not allowed**.

CC. DRIVESHAFT-- **Minimum diameter 2 1/2"** **Aluminum** or 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 driver's compartment.

DD. REAR END—Rear end must be stock type, (GM, Ford 9" etc), "open" or locked by welding or spool only. **Rear disk brakes allowed**, with stock type steel brake calipers. No quick changes. Floater rear ends allowed with NO cambered tubes and one piece straight spline drive plates only. No aluminum center sections. A 3/4" plug should be installed in rear cover above oil level, or in housing of 9" Ford, to allow for inspection. (No plug will require cover or pumpkin removal.)—All plugs (drain, inspection, etc.), must be safety wired.

EE. 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.

FF. 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. **No anti-freeze allowed**.

GG. TRANSMISSION--Stock automatic transmission with operating 11" minimum diameter torque converter. Torque converter post race inspection may be required. Option 1; install drain plug in torque converter. Option 2; remove torque converter for detailed inspection. All forward and reverse gears must operate. Transmission overflow bottle required. Rubber lines allowed at transmission cooler connection only. Transmission cooler not allowed in

driver's compartment.

A manual stock OEM transmission will be permitted. All gears must be operable, no 5 speed transmissions, no straight cut gears or gun drilled main shafts, no lightening of gears on main shaft. Manual transmissions must utilize stock all steel type pressure plate and steel or cast iron flywheel (min. 15.5 pounds). Clutch disc must be minimum of 10" diameter with full fiber disc. Assembly (flywheel, pressure plate, clutch disc, bolts) weight must be 31 pounds minimum. Manual transmission must run scattershield or steel bellhousing. All plugs (drain, inspection, etc.), must be safety wired. A management claim rule is under review.

HH. TOW HOOKS-- on front and rear required, painted bright color and/or labeled TOW HOOK.

II. BODY AND APPEARANCE—No 'ABC' or newer release Late Model bodies allowed. Cars must have full roof. Body, engine, and frame manufacturer's do not have to match. All cars must remain stock appearing with complete fenders, quarter panels, doors, roof, hood and trunk lid. No "late model" appearing bodies allowed, (example: 1999 Monte Carlo body is not allowed). Body must resemble any American made passenger car that came with a factory wheelbase over 108" (Ford and Mopar over 104"). El Camino, Ranchero, and station wagon bodies allowed. Also allowed are "retro, muscle car" body styles: 2009 and up Dodge Challenger, 2010 Chevy Camaro, and 2005 and up Ford Mustang. These bodies can utilize aftermarket: bumper covers in plastic only, and the fiberglass "greenhouse". Balance of body must be metal or plastic. If questions, call MIS tech officials for clarification. Added to the list of approved bodies is the 1982 to 1992 IROC Camaro (no fiberglass except for hood and roof).

Stock steel roof required from the following list:

1964-1977 Chevelle

1970-1988 Monte Carlo

1973-1987 Buick Regal

1964-1988 Olds Cutlass

1962-1987 Pontiac Grand Prix

1990-1994 Lumina

1958-1988 Ford Thunderbird

1958-1985 Impala and related Buick, Olds, Pontiac

Other steel or fiberglass roofs may be allowed—call MIS for prior approval.

Five Star Bodies fiberglass roof for a 1978 to 1988 Monte Carlo, will also be allowed.

Stock steel or professionally built bodies required. Fiberglass fenders, doors, or rear quarters not allowed. Headlight moldings and stock appearing grill required.

Approved aftermarket plastic nosepieces required from the following list:

1988 Monte Carlo

1988 or 1997 Thunderbird

1997 Regal

1997 Cutlass

1994 Lumina

Nosepieces that match approved body styles listed above.

Other nosepieces may be allowed—call MIS for prior permission. Ground clearance at nosepiece and rocker panels will be 4 3/4" minimum, (with driver in car). All aftermarket nose pieces must match make (GM on GM, Ford on Ford) of body. Stock hood must have reinforcements removed. Fiberglass hood allowed (no light weight). No multi-plane spoilers. Maximum spoiler height 5". Maximum spoiler width 60". Spoiler may not extend outside body by more than 1". No forward facing air scoops or holes (except for pins) in hood allowed. Filler panels painted with reflective colors required. Bumper ends must be capped and not extend past body. Stock or Lexan windshields, (1/8" minimum thickness) required, all other windows (if used) must be of Lexan. Dirt cars without windshield must have sufficient driver protection bars. Sunroofs must be closed in with sheet metal. Body must be within 2" of outside of tires.

Numbers 18" high required on both sides and roof (readable from right side). 1" square rub rails maximum allowed, mounted within 3" of ends. Ends must be tapered, capped, and ground smooth.

JJ. TRANSPONDER—Mandatory, with location of transponder 165" behind front edge of nosepiece.

KK. TEAM DRIVING – not allowed.

LL. VISITING CARS – will be allowed variations from these rules with time limits, weight and/or percentage adjustments to compensate for rules variations. These will be decided by MIS tech officials. On a trial basis, Mid-American legal cars will be allowed to compete with a Holley 4412 carburetor (see above) with AR 870 tires at 3150 lbs. Weight may be adjusted at any time. All other Mid-Am Stock Car Series rules must be followed including ride height.

MM. CHAMPIONSHIP POINTS – will be awarded per your finishing position. If drivers are disqualified, drivers behind them do advance. Points awarded to driver, not car, no team driving.

NN. RADIOS – Two way communication between driver and pits not allowed. One way “RACEIVERS” are required.

OO. TIME – This class will have an established time of 20.000 seconds. Drivers will be allowed one (1) ‘Mulligan’ per race (heat (1), feature (1)) in which they can be under the set time, but not faster than 19.700 seconds, at that moment they will be warned but able to maintain their running position on track. If driver surpasses the 20.000 second mark again in the same race, they will be disqualified from the event and scored and payed at the rear of that event. Race line-ups will be set by qualifying on night one, with the faster lap of qualifying or best lap of season used the remainder of the year, with previous feature winner starting behind inversion. Any driver deemed to brake-check in the racing groove will be disqualified.

PP. PENALTIES-

The chart shown below will be applied for violations of weight, percentages and track width. Once a penalty has been applied, a subsequent violation will be counted as 2nd offense, etc., regardless of category. Manipulation of this system will not be allowed.

				<u>POINTS</u>	<u>FINE</u>
WEIGHT	1 TO 5	LBS LITE	1st OFFENSE	WARNING	0
			2nd OFFENSE	10 POINTS	0
			3rd OFFENSE	20 POINTS	\$40
	6 TO 25	LBS LITE	1st OFFENSE	10 POINTS	\$20
			2nd OFFENSE	20 POINTS	\$40
			3rd OFFENSE	40 POINTS	\$75
	OVER 25	LBS LITE	1st OFFENSE	DQ	DQ
	LEFT OR REAR %	UP TO 0.2 % HIGH	1st OFFENSE	WARNING	0
				2nd OFFENSE	10 POINTS
3rd OFFENSE				20 POINTS	\$40
0.3 TO 0.5% HIGH			1st OFFENSE	10 POINTS	\$20
			2nd OFFENSE	20 POINTS	\$40
			3rd OFFENSE	40 POINTS	\$75
OVER 0.6% HIGH		1st OFFENSE	20 POINTS	\$75	
		2nd OFFENSE	DQ	DQ	

		POINTS	FINE
TRACK	UP TO 1/8" WIDE	1st OFFENSE	WARNING
		2nd OFFENSE	10 POINTS
		3rd OFFENSE	20 POINTS
			\$40
	1/8" TO 1/2" WIDE	1st OFFENSE	10 POINTS
		2nd OFFENSE	20 POINTS
		3rd OFFENSE	40 POINTS
			\$75
	OVER 1/2" WIDE	1st OFFENSE	20 POINTS
		2nd OFFENSE	DQ
			DQ