

Madison International Speedway 2019 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. MIS may change any rule at any time in an effort to 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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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 drivers 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.**

H. CHASSIS- **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--**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. **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.

M. BRAKES--Four-wheel brakes required at all times. One brake bias adjuster (proportioning valve) allowed. "Wheel fans" and brake blowers are allowed. Floor mounted pedals allowed.

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

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.

Wheel studs must be long enough for threads to show on outside of lug nuts.

R. TIRES- 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-- 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--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-- V-8 cast iron blocks and heads only. OEM type, mechanical fuel pump, in original location, required. Open Engine can only be used with stock chassis.

Y. CARBURETOR--Limit of one carburetor. Steel or made for racing fuel lines required, metal fuel filter required.

BB. EXHAUST SYSTEM--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.

CC. DRIVESHAFT-- 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—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 required. Overflow tank located under hood required. No anti-freeze allowed.

GG. TRANSMISSION--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. Stock hood must have reinforcements removed. Fiberglass hood allowed (no light weight). Spoiler may not extend outside body by more than 1". 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. 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.

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 and percentages. 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	0
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	