

## MADISON INTERNATIONAL SPEEDWAY

2026 Rules

### ***Late Models***

2/4/26



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 officials, whose decisions are final.

Management may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

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**1. SEATS** Approved aluminum driver's seat required. Seats may also be Carbon Fiber or Carbon Composite or others. This should not be used as a weight saving measure. Seat must be fastened to frame/roll cage with minimum 3/8" grade 5 bolts and oversized washers and located to give adequate distance from driver's arm to door bars. Shoulder supports on right and left sides of seat and head support on right are required. Full containment seats recommended. The Lajoie seat where construction is such that rib supports are not required .Seat may not protrude outside 4 point upright or top cage halo. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area. The area behind the driver's seat and in front of left rear trailing arm mount is strongly recommended to be plated with a minimum .090" thickness steel plate, measuring a minimum 10" inch tall by 12" inch wide. Plate must be securely welded or bolted into place to frame / roll cage. SFI 39.2 rated seats likely to be required in future years.

**2. SAFETY BELTS** All seat belt and shoulder harness systems must be SFI specification 16.1. Type Y-type shoulder belts are not approved for use. A minimum five-point harness system is mandatory. Competitors using the HANS device may use a standard three-inch (3") or the Schroth racing or equivalent two inch (2") wide shoulder strap. Schroth Racing shoulder strap system has been specifically designed for use with the HANS device. Schroth part numbers are profi iii-6fh; hybrid iii-h; profi iii-6h. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. Belts must be anchored to roll cage or frame. Grade "5" bolts 1/2" min diameter required. Belts must be dated **within 3 years of event date** or newer. 6-point belts (double crotch strap) are recommended. NO Cam Lock systems permitted.

**3. DRIVING COMPARTMENT** Cockpit must be completely sealed off from engine compartment and fuel cell. Padding required around driver including steering post. Securely mounted fully charged fire extinguisher with visible dial type gauge required, (fire systems recommended). Ribbon or mesh type window net required, with belt buckle release located at top/front. Clearly labeled push-pull or toggle type kill switch accessible from both sides of car required. No suspension components including stabilizer bar can be adjustable from the driving compartment. No carbon fiber interior components will be allowed. Likewise, no carbon fiber or titanium components allowed anywhere on car. No digital gauges (including tach), no electronic monitoring devices (data loggers) capable of storing or transmitting information. Memory recall analog tach allowed. All wiring must be visible for inspection.

**4. DRIVER'S ATTIRE** Complete approved fire retardant driving suit and gloves required. Eye protection and a Snell SA-2015 (SFI 38.1) helmet or newer required, **Snell SA-2020 rating.** Head and Neck restraints recommended. Fireproof shoes recommended. Officials will inspect items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain and update their safety equipment.

**5. APPEARANCE** A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. Numbers: 18" on both doors, and roof, readable from the right side. 1" square rub rails allowed, mounted within 3" of ends & ends must be tapered and capped. Five Star Lexan rub rails allowed. Division sponsor decal (if applicable) must be displayed on top of windshield.

**6. WHEELBASE & TREAD WIDTH** 104" wheelbase plus or minus 1" required on both sides. 102" to 102 7/8" is allowed with a 50 lbs weight penalty. Anything under 102" is not allowed. Maximum tread width 65", measured center to center of tires at spindle height with front nose set at 4". The Referee is the official device of measurement.

**7. CHASSIS** Tube or stock stub allowed. Frame rails must be a min. 2" x 3" x .125" wall tubing. There is NO minimum ground clearance rule, chassis may be placed on 4" blocks to confirm correct height of body components and additional measurements. Excessive sparking will result in black flag. All chassis must have driver's foot protection bar (Martin bar) and left side foot protection plate minimum sized of 9 inches high by 12 inches long and be no less than .090 inch thick minimum. Left side martin bar must curve into and connect to the left front sub frame upright behind left front tire area. Absolutely no straight blunt ended martin bars are allowed.

## **8. ROLL CAGE**

The following is the minimum specification requirements for roll cage construction approved for competition. Officials reserve the right to sonic test any or all, structural chassis members at any time during a sanctioned event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted. Only steel round; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting substructures. Wall thickness; size and/or diameters are specified where necessary. A four-point (4) roll cage structure utilizing a minimum 1.75- inch x .090-inch (1-3/4"x.090") diameter DOM. steel tubing is mandatory. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars and a minimum of three (3) right side diagonal bars. A minimum of 2" x 3" x .095" wall steel tubing is mandated for main frame rails. Main frame rails are identified as midsection rails. Main frame rails and side rails must be located within the normal tread width of the car and must be a minimum outside to outside width of 50 inches. A minimum of 2" x 3" x .083" wall steel tubing for front clip rails, rear clip kick-up rails need to be a minimum of 2"x2" square x.083" wall. No material substitution permitted. Roll cage structure must be braced to the front frame stub, with the hoop section surrounding the engine compartment; running rearward with diagonal member's connection to the rear frame section. Nose, right side kick outs and rear bumper cover supporting structures must be a minimum 1.250-inch x .063- inch OD steel tube. No material substitution permitted, no aluminum allowed on the structure of the chassis. The dash bar running between the 2 front roll bar legs must be one continuous bar, 1 3/4 OD. X .090 wall thickness minimum with no bends and have a minimum height of 16 1/2 inch above frame rail tops. The roll cage halo must be made from DOM tubing 1-3/4 by .090 wall thickness minimum, must be minimum height of 38 inches off frame top, have an outside to outside minimum length of 28 inches front to rear and an outside to outside minimum width of 25 inches from side to side. Halo must remain parallel within 1 inch of main frame rails.

Diagonal bar in top hoop required. Floor pan under driver must be heavy-gauge steel. 1/8" protector plate in front of left rear trailing arm required (or may be boxed).

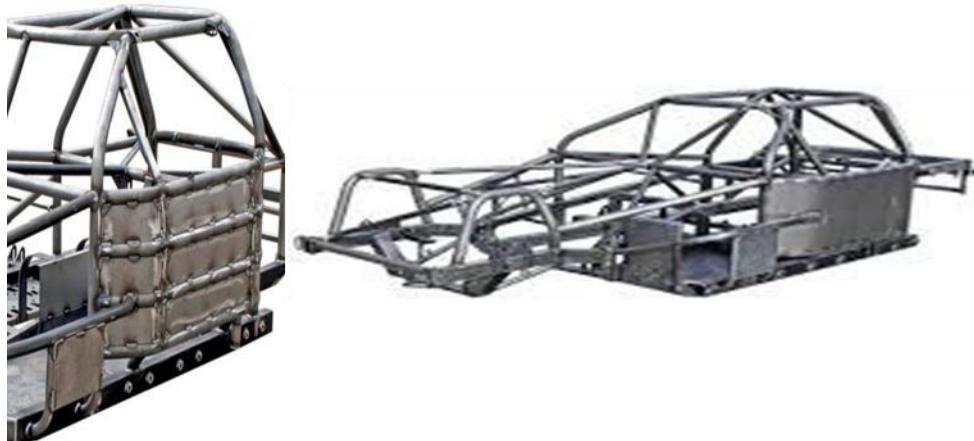
#### DRIVER SIDE DOOR PLATES

1. Left side driver support bars and plates are mandatory, no drilling for lightning allowed
2. No material substitution is permitted.
3. All support bars and plate installation is subject to approval. Solid filled from A-B post.
4. All plates must be minimum .090 Steel, sonic testing used

See options listed below Plan A or Plan B

**Plan A** – minimum .090 solid steel plate bolted or welded securely to the left side door portion of the roll cage. Doorplate shall be bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers. Welding of the plate to the roll cage is allowed.

**Plan B** – minimum .090 thickness steel plate must be welded to the space between each left-side door bar. Offset chassis right side door bars commonly called the outrigger or the kick-up bar, must be constructed of a minimum 1.250-inch x .065-inch wall round or square steel stock. Front of outrigger bar must go to right front frame behind right wheel. All supporting substructure must be constructed of 1-inch x .063-inch wall round or square steel stock. No material substitutions permitted.



**9. SUSPENSION** Conventionally mounted 5" springs or coil over type suspensions. Spring must be magnetic steel, with a minimum 2.5" diameter, a minimum 8" height, No Progressive springs allowed. with maximum retail price of \$150. Steel or aluminum bodied, non-adjustable shocks FROM LIST BELOW OF APPROVED SHOCKS:

AFCO: SERIES 13T, R, S, 21

BILSTEIN: SERIES SZ, SN

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

QA1: SERIES 16, 21, 5Q, 50, 51, 6Q, 62, 63, 65, 67

ARS: SERIES 2000 GENESIS: SERIES GSO

INTEGRA: SERIES 431

KONI: 30 SERIES Part Numbers 7325, 7436, 7499, 7647, 9325, 9436 (adjustable, non-rebuildable) mandatory 7" on the front and 7" or 9" on rear only, bump stop enclosed in KONI package will NOT be allowed.

Manufacturers 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/rubbers, compression/rebound-limiting or coil bind set-ups. Maximum allowed is one conventional (single coil) spring rubber per spring. Maximum of one shock / spring per wheel. Rear suspension must be solidly mounted with heim joints only, (no rubber bushings). No lift bar, fifth coil or other spring-loaded/hydraulic suspension device allowed. No rear stabilizer bars. All shocks must have minimum of 2" compression and minimum of 2" rebound in mounted position.

**10. SPINDLES & HUBS** Any steel spindle allowed. Aluminum steering arm and ball joint mounts allowed. Aftermarket hubs required, no oil filled or oil filled style hubs allowed, maximum MSRP \$325. Wheel studs, 5/8" minimum diameter, must be long enough for threads to show on outside of lug nuts, lug nuts must be steel. No gun-drilled studs permitted. No weight penalty for wide five hubs.

**11. STEERING** Rack & Pinion or steering box with center link style only. No electric power steering units. Quick release steering wheel hub required. Steering column must incorporate a minimum of two U-Joints. Collapsible steering shaft recommended. No electric power steering units. No titanium steering components or hardware allowed.

**12. REAR END** Stock or rear spur gear type quick change units with steel tubes: no mini type (8.5" or less) quick change. Maximum camber 1/2 degree. Spool, Detroit Locker (ratchet type), differentials are permitted. One-piece straight spline drive plates only. Drain plugs must be safety wired. Gun drilled axles allowed (same I.D. and O.D. left and right), Magnetic steel axles only (min 1.125 O.D.). No crowned or traction (wrap-up) axles allowed. There is a 25 lbs penalty for Detroit Locker (ratchet type) maximum MSRP \$820. Torque sensing differentials will NOT be allowed.

**13. BRAKES** Four wheel brakes required at all times. Single, dual, or four piston (steel or aluminum) calipers with maximum retail price of \$265. Maximum diameter 12 1/4" rotors. No drilling or drilled rotors permitted. Self centering or floating rotors are NOT permitted. Rotors must be solidly/rigidly bolted. No floating caliper brackets, ABS units or brake recirculation systems. Only one mechanical brake bias adjusting unit per car. Bolt-on Wheel fans allowed. Electric blower motor devices at brakes NOT allowed. No thermal lock pistons allowed.

**14. ENGINE LOCATION** GM engines must be located so that the center of the furthest forward spark plug hole is no more than 2" behind the front axle centerline. Ford and Chrysler allowed 4" engine set back, as measured above. 302 Ford allowed 4" set back with a 25 lb. weight penalty, (weight penalty goes to zero if engine is placed at a 2" set back). Crankshaft centerline: 10" minimum ground clearance, measured with frame height set at 4". Oil pan must be no lower than bottom of cross-member.

**15. ENGINES *Limited Concept Engine-*** Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All engines must meet the following specifications regardless of manufacturer: Stock or stock replacement cast iron heads with factory valve angles GM Bowtie numbers 14011058, 10134392,(casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250 allowed. On a trial basis, allowing Dart Iron Eagle numbers 10110010-10220010. Ford 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Chrysler 5249769 and 4529446, LA-X

heads allowed. Casting numbers must be visible on all heads. Maximum allowed are 2.02" intake and 1.6" exhaust valves, both with minimum stem diameter of 5/16". Flat top pistons required. A minimum of zero deck height required. 10.8 to one maximum compression ratio. Connecting rods must be magnetic steel with rod journal minimum diameter 1.900". Oil pan minimum depth 6.5". 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. 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 or mushroom cam/lifters. Maximum valve lift - .600" (measured at retainer). Hydraulic Roller Lifter allowed with Maximum lift of .575" (measured at retainer) OEM style rocker arm mounting required. Production type steel crankshaft with normal configuration counter weights. No dry-sump or vacuum systems of any kind allowed. External single stage oil pump allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. If beehive valve springs are used, the competitor may be required to switch valve springs on two valves at time of inspection to conventional springs for valve angle measurements.

**Ignition:** Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. MSD 6ALN preferred. All ignition systems must be 12 volts. Only one 12 volt battery may be used at any time, batteries must be securely mounted outside of driver's compartment. All cars must have battery disconnect switch located within reach when standing outside the car. No magnetos. All ignition systems must have an operational rev limiter system. Only one ignition box allowed in car at any time. Car may be wired for dual boxes but must have only one box in car while on track. Box must be in clear view, mounted on right side of dash with dials to right window opening. Crane/Fast Ignition and JMS-Daytona sensors CD1 units must be kept complete with plate, coil, and box as a unit. Ignition boxes may be switched by officials from car to car or swapped with house ignition boxes at any time, Must be able to remove in five minutes. Approved Ignition boxes; Crane/Fast Ignition Hi-6rc p/n 6000-6700, 6000-6701, JMS-Daytona sensors CD1 p/n 6000-6701K MSD 6,6A,6T,6AL,6ALN,6CT-6427 or MSD 50-213-6CT Ignition box/coil/plate kit are allowed provided they are wired correctly for the use of a CRANE/JMS Ignition Tester. MSD 6014CT must only be used with the cast iron block coil pack engine package. Crane/Fast ignition box must use PS92N coil only. Any unlisted ignition systems may be approved for competition following inspection by technical officials. Ignition must not be mounted within the reach of the driver. All wiring inside driver's compartment must stay out of reach from driver. Adjustment tabs may be sealed by Officials. Car side harness must match all factory connections per diagram below with no modifications to allow tech officials to test system. Teams will have 20 minutes to correct the wiring harness or face disqualification and/or fines. If you believe you have a problem please ask. Owner/.driver must provide tools to remove part. Connector: the 6 wire harness must be 24" long maximum and have a female 6 pin, weather pack connector. Wiring of the system with a six pin weather pack approved style plug in.

- a – Ignition switch 12v (small red)
- b – Points pick-up (small white) brown gm boxes
- c – Coil negative (small black)
- d – Coil positive (small orange)
- e – Green Wire to distributor
- f – Purple Wire to distributor

Note: MSD Box #6428 6CT-PRO is NOT approved for competition because tech officials require a high RPM recall reading. On this unit High RPM recording can be quickly reset with a "customer supplied" momentary switch, not approved.

**Carburetor:** Holley 4412-2 bbl. only. Holley Ultra series carb. not allowed. The Holley Aluminum (Part #0-4412CT) 500 cfm carburetor is approved. Carburetor Rework Guidelines: Body of Carbs: No polishing, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed. Boosters may not be changed, including no additional holes. Height, size, and shape must remain standard to 4412 and unaltered. Venturi area must not be altered in any manner. Casting ring must not be removed. Base plate must not be altered in shape or size. Butterflies must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle shafts must remain standard and must not be thinned or cut in any manner. Carburetors metering block must be stock or HP style only. No aftermarket metering blocks permitted. Only (3) three open emulsion holes per side permitted. Any additional emulsion holes must be plugged and nonfunctional. Any attempt to pull outside air other than straight down through the venturi is not permitted. Jets may be changed. No dial-a-jet devices. 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 throttle return springs required. Air cleaner/filter required to act as a flame arrestor. No additives allowed in air filter. Maximum diameter for air filter is 14" x 4" tall. Air boxes allowed with cowl inlet only.

**Carb Adaptor:** 1 5/8" max thickness with gaskets. Original orientation of carb to engine required. Adaptor must be one piece. Tapered or beveled adaptors permitted. No part of carb adapter may protrude into intake manifold.

**Intake Manifold:** Edelbrock Victor Jr. 2975 (GM), 2915, 2920 (Chrysler), 2921, 2980, 2981 (Ford). Plenum and port configuration must remain as-produced. No porting modifications, including gasket matching. No spacer/adapter plates between intake manifold and cylinder heads.

**Crate Engine:** Chevy crate engines allowed. All crate engines must be rev controlled to 6700 RPM maximum and equipped with a MSD 6ALN ignition box. Engine set back for each will be as stated above. Carburetor: Holley 650-HP P/N 80541 or aluminum 80541-1, 80541-2 required. No modifications allowed, no epoxy on boosters. GM 604, must be used as produced. Certification and sealing may be required from REDI or Wegner or Powersource All crate engines: may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. Compression can never be greater than 9.7:1. Tech staff reserves the right to impound motors for inspection or dyno testing. Factory/Certification Seals may be removed by Officials for tech purposes, allowing for more in-depth technical inspection throughout the season. Only permitted updates (weight penalty of 75 lbs for any or all updates) are 1.6 rockers, 1 5/8" tall carb spacer (as above), and small balancer.

**Wegner LS Spec Engine:** Wegner Automotive Research 5.3L engine, must be used as produced. Maximum 3 1/2" set back as measured above. Must use 4412 2 bbl carb with

adapter/spacer plate (WA0349) supplied in engine package. Weight or other parameters may be adjusted during the racing season to maintain competitive balance. **Wegner 20 lb. spec plates must be bolted to side of the block, one per side.** All LS Spec engines must be rev controlled to 7600 RPM maximum and equipped with a MSD 6ALN ignition box. Must utilize mandated Schoenfeld 136 LS1 -1 3/4" header or Wegner header 256WAR53HDR.

**IRON LS 5.3 Spec Engine:** Cast Iron GM 5.3L Block (Hone of .010 allowed for clean-up). Bore 3.800, Stroke 3.622, Compression Ratio max 11:1. GM Cathedral Port Heads 60CC (Casting #'s 241,243,317,706,799,852,853,862,873 allowed). Valve Size: 2.02 intake, 1.60 exhaust, no titanium valves. Valve spring 1.32 maximum diameter, titanium retainers permitted. Hydraulic roller cam/lifters with .637 maximum lift measured at retainer. 1.7 rocker arm. Crankshaft GM Corvette or equivalent 50 lbs. minimum. Connected rods 6.125 steel, 600 grams minimum. Flat top pistons only. Intake Manifold (Holley #300-132, Edelbrock #2908 or GM #88958675). Champ oil pan LS1100. MSD 6014CT ignition box with same timing after 3500 RPM. Alternator allowed. Schoenfeld 36VYLS1-3 Headers only. Holley 4412- 2bbl Carb only with 1.5" carb spacer max, straight cut or tapered but must not extend into intake plenum. Maximum Spacer gasket thickness of .070". Front dress is F Body GM (Example: 2002 Camaro 5.7) including water pump, serpentine belt and pulleys. ATI Balancer #917000 and hub #916039.

**16. EXHAUST** Headers allowed on all engines, maximum retail price \$650. No Tri-Y Headers or Merge-Collectors allowed on any engine. No Stingers, inserts, cones, scavenge devices, or any other devices allowed in header collector. NO custom, one of a kind or homemade headers. Cast iron manifolds allowed with no alterations. Highly recommended that Exhaust remain under car body, exit behind driver, beneath car, before rearend, pointing downward. Exhaust that exits from door must be flush and must have door flange and mounted flush to door. Rear exiting exhaust approved; if using rear exiting exhaust a single plain flat L-shaped heat shield / support(s) must be used made of minimum .065 thickness metal steel only and exhaust must terminate at the ASA fuel cell bar. Mufflers are Mandatory and are not to be tampered with or hollowed out. **Any car without mufflers will not race.** All cars 100-decibel maximum measured from middle walkway of grandstands.

**17. CLUTCH, TRANSMISSION & DRIVESHAFT** OEM production type transmissions, must have two forward and 1 reverse working gears plus a neutral position minimum; seven, eight or nine bolt side cover and must be side shifting. Made-for-racing clutch required, two disk 5 1/2" minimum. Carbon clutch not permitted. Internal clutch transmissions (Bert, Brinn, Falcon) allowed with 50 lbs weight penalty. No bottom load or quick change transmissions. No 5-speed or more transmissions, No 'in and 'out boxes allowed. Must be self starting. Standard clutch type transmissions must have a blow proof bell housing (steel or aluminum). Automatic transmissions must have an approved scatter shield. Steel or aluminum driveshaft required, no energy absorbing or carbon fiber driveshafts allowed. Minimum diameter of driveshaft is 2 1/2", with safety hoop required on front half. Steel driveshaft must be painted a bright reflective color. No shifting allowed on restarts.

**18. RADIATOR/COOLING** Metal radiator mounted in front of engine, between frame horns. Fan protection and overflow tank located in engine compartment required. Water pump must be stock type in stock location. Antifreeze is not allowed.

**19. FUEL & FUEL CELL** Fuel cell complete with 1/8"steel can, bladder, foam and rollover valve required. All vents must be valved to eliminate leakage. Fuel cell must be mounted behind rear axle, between frame rails. Rear protection or ASA bar must extend below bumper or frame, be lower than bottom of cell, and be braced back to main frame. Bottom of fuel cell must be min. 10" from the ground. Filler spout: must be accessed through deck lid, may be extended, but not connected to bodywork. Aeroquip or equivalent gas line required, must be located outside driver's compartment in protected location. SRI #FPF-FSV or Oberg fuel shut-off, part # SV0828 (recommended), must be mounted within 12" of fuel cell. 110 Octane maximum allowable race fuel, Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, or other additives and/or fuels that contain masking agents or oxygen are not permitted. No Coloring additives. Use of such substances or additives will result in immediate disqualification. Must meet specific gravity of VP or Sunoco 110. No icing or cooling of fuel system. Ethanol (E-85) is not allowed. Over tail chassis: max 15 gal. cell (25" x 18" x 10")

**20. BODY & APPEARANCE Any Big 8 Series approved body allowed.** Two 3" maximum diameter hoses/ducts allowed for driver cooling.

Five Star Next Gen, ARbodies Revolution, and all first generation ABC-approved bodies are approved and must be mounted in accordance with the original published manufacturer body guidelines. These measurements must be in compliance using standards set forth by the official Referee including, but not limited to, roof height and tread width. All cars will be measured to determine conformity with manufacturer supplied templates. The Five Star Referee will be the official method of body measurements including tread width. Refer to rulebook body guidelines posted at <http://www.fivestarbodies.com> No attempt to get any aero advantage allowed, panning of nose or sides, windows, side skirts, noses, tail panels, etc. are not allowed. Five Star Bodies or ARbodies molded door vent windows or flat 12" side vent windows only allowed, 3 window braces front and 2 rear window braces required, and must be approved. Clear polycarbonate quarter panel windows with a minimum thickness of .090 inch must be used in all cars. No cutting, lightening, or excessive trimming around windows or drilling of holes in any body panels or windows to exhaust air. No panels allowed to extend tops of doors, Add to The Five Star Rules MEASUREMENT "A" Must be a minimum of 11.5 inches and nose measurement must be 20 inches minimum from hood to bottom of the nose at all times. Right side door inner panel must drop down from the door and must be official approved. Panning under car (weight trays) will be allowed, panning may start at foot box and only run to back of driver's area (cockpit) and remain inside frame rails. NO PANNING OF NOSE, SIDES, WINDOWS, TAIL PANELS, UNDER THE SIDES OR REAR OF THE CAR, NO LOUVERS OR VENTS IN THE FENDERS, DOORS, OR QUARTER PANELS. NO FINS, VORTEX GENERATORS, VERTICAL LIPS, WICKER BILLS, OR WINGS, ANYWHERE ON THE BODY. Window tint of any kind will not be allowed on windows or spoilers. Titanium bolts, brackets, braces, are not allowed. No Aluminum bumpers front or rear, must be minimum 1-1/4 in OD, 0.065 in Wall, Steel. Right Side Door Bar Assembly must be minimum 1 1/4" O.D. x .065 Wall Steel only. No Aluminum door bar allowed. All spoilers will have a minimum 3/16" thick clear polycarbonate blade with no lettering.

**ORIGINAL ABC BODY-** A maximum width of 60" measured across back of spoiler and maximum blade height of 5". Spoiler must be centered on bumper cover with each blade measuring maximum of 29-3/4" with a minimum 1/2 inch to maximum 5/8 inch split in the center to accommodate the centerline template, no tape or inserts may be used to cover this opening at any time. Minimum spoiler angle is 55 degrees. Rear bumper cover; top height 34-7/8" max at base of spoiler on centerline; max spoiler height is 40" on 4" blocks. Rudders or forward

mounted brackets will not be permitted. **FIVE STAR NEXT GEN BODY**- A maximum width of 64.5" measured across back of spoiler and maximum blade height of 5". 90° SPOILER 11002-47379 70° SPOILER 11002-47377. Minimum spoiler angle is 55 degrees. Rear bumper cover; top height 34-7/8" max at base of spoiler on centerline; max spoiler height is 40" on 4" blocks. Rudders or forward mounted brackets will not be permitted. A Sunset policy will be in place for all non-conforming bodies will be placed effect with a compliance date of April 1, 2026. All bodies will be under review at this time as well to ensure conformity to the "Spirit of the Rule."

**21. WEIGHT/RPM LIMIT** All cars - 49% min. front axle, 42% min. right side, with driver (at all times).

	WEIGHT	RPM LIMIT
Limited Concept Engine-	2800 lbs.	7600
Mopar over 362 CID-	2850 lbs.	7400
604 GM "certified and sealed" Crate, no updates -	2725 <b>2700*</b> lbs	6700
604 GM Crate Engine and any permitted updates -	2800 lbs	6700
602 GM "certified and sealed" Crate Engine -	2675 lbs.	6400
Wegner LS 5.3L spec engine-	2825 lbs.	7600
Iron LS 5.3L spec engine-	2800 lbs.	7600

Unlisted engine packages will be handled on a case by case basis, call ahead. Non-listed packages will be allowed to complete a maximum of two times per season. Gas allowance for Heats and Features is one pound per lap. Lead must be painted white and lettered with car number. No Tungsten allowed. **\*Crate weight on a trial basis for 2026 and may be adjusted upwards at any time.**

**22. WHEELS** Aftermarket made for racing, steel wheels required. 15"x 8" maximum, minimum weight of 14lbs. Tire pressure bleeders: not allowed, remove from wheels, weld holes shut or add another valve stem. Bleeders discovered at the track, will require wheel removal and installation of 2nd valve stem.

**23. TIRES** This class will utilize the Hoosier **D-800 D-810** only. Tire allotment will be done using a tire bank system FOR TEAMS COMPETING WEEKLY AT MIS, with 6 tires establishing the bank on the first night of racing, and earning one (1) tire to be added to their bank for each completed night of racing. NEW tires added into a bank do not necessarily need to be run on event added, however, tires used in competition must be from those within your tire bank. \*NOTE: Each race night allows one tire to be added to bank following event, regardless if single or double feature night. **Exception: All cars will be allowed two new tires for Fast Cars and Freedom 76, see special event bulletin for event.**

Visiting Cars: If visiting second night, allowed two new tires plus two measuring 5/32". If visiting third night or later, will be allowed one new tire, two (2) tires measuring 4/32 and one (1) tire measuring 5/32 depth. These tires will then establish your bank.

Chemical treatment (softening) is not allowed. **A run off period for D-800 tires will be allowed for 2026. Any D-800 tires entered into tire bank for use will count as new tires towards tire bank.**

**24. RADIOS** All drivers must have a spotter (labeled with car number or driver's name) in the designated spotter area during all racing events. Receiver required by spotter or driver. If approved 'no spotter', driver must have working Receiver.

**25. TOW HOOKS** Tow hooks on front and rear required.

**26. BATTERY** 12-volt systems max. Batteries must be securely mounted ahead of rear axle, away from fuel cell and lines. Batteries in driving compartment not allowed. Battery (negative post) disconnect switch recommended.

**27. TRANSPONDER** AMB Required. Install no more than 12" above track surface, with unobstructed path to track, and arrow pointing down. Location is mandatory: forward from center of rear axle to center of transponder is 8". Transponders are available for rent at the pit gate.

**28. CHAMPIONSHIP POINTS** Your final finishing position will be determined after all applicable cars have passed thru tech. Drivers finishing behind disqualified drivers will have their finishing position adjusted upward, and points and money will be awarded based on that result.

**29. TEAM DRIVING** will not be allowed.

#### **30. PENALTIES**

The chart below will be applied for violations as shown. 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.

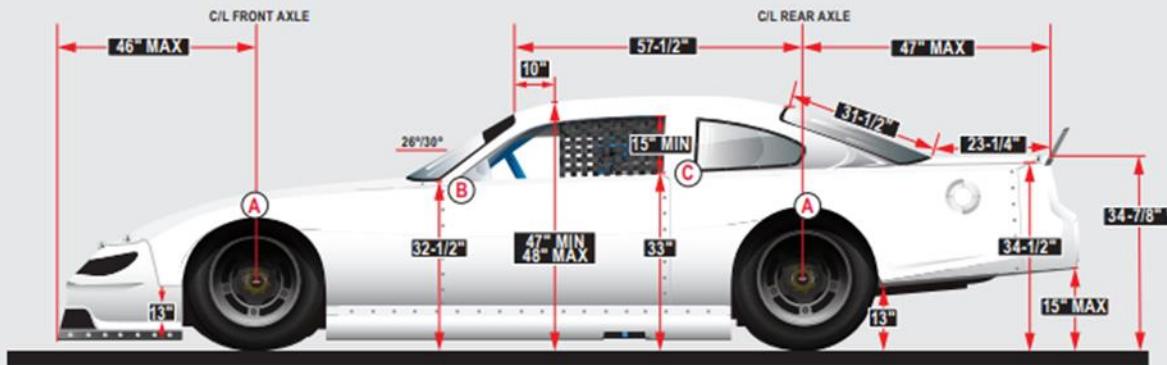
WEIGHT			<b>POINTS</b>	<b>FINE</b>
1 TO 5 lbs. Lite	1st Offense	Warning	0	
		10 Points	0	
		20 Points	\$50	
	2nd Offense	10 Points	\$25	
		20 Points	\$50	
		40 Points	\$75	
	3rd Offense	1st Offense	DQ	DQ
		2nd Offense		
	Over 25 lbs. Lite	3rd Offense		

LEFT %			<b>POINTS</b>	<b>FINE</b>
UP TO 0.2 % High	1st Offense	Warning	0	
		10 Points	0	
		20 Points	\$50	
	2nd Offense	10 Points	\$25	
		20 Points	\$50	
		40 Points	\$75	
	3rd Offense	1st Offense	DQ	DQ
		2nd Offense		
	0.3 TO 0.5%	3rd Offense		
OVER 0.6% High	1st Offense	20 Points	\$75	
		DQ	DQ	
	2nd Offense			

TRACK			<b>POINTS</b>	<b>FINE</b>			
			1st Offense	2nd Offense	3rd Offense	Warning	0
UP TO 1/8" Wide			10 Points	0		10 Points	\$25
			20 Points			20 Points	\$50
			20 Points	\$50		40 Points	\$75
3/16" TO 1/2" Wide			1st Offense			20 Points	\$75
			2nd Offense			DQ	DQ
OVER 1/2" Wide			1st Offense			20 Points	\$75
			2nd Offense			DQ	DQ

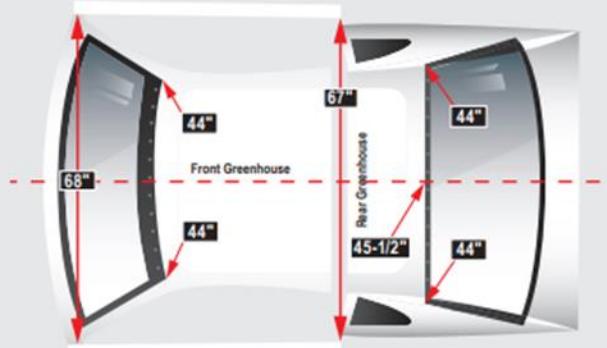
# ABC GREENHOUSE STYLE BODY DIMENSIONS

CHASSIS	ROOF HEIGHT	TREAD WIDTH	WHEELBASE
Offset/ Straight Rail	47"	66" MAX	101"-108"



**WIDTHS**

- A 79-1/2 MAX"**  
Body Width: Measured at wheel wells
- B 68"**  
Door to Door Width: Measured at A-posts and inside edged of doors, measured through car
- C 67"**  
Door to Door Width: Measured at B-posts and inside edged of doors, measured through car



*Note:*

1. If the Roof Height (10" back from windshield), Fender Height (rear), Door Height (rear), Quarter Panel and Bumper Cover Height dimensions are higher than the stated dimensions, all five must increase by the same amount.

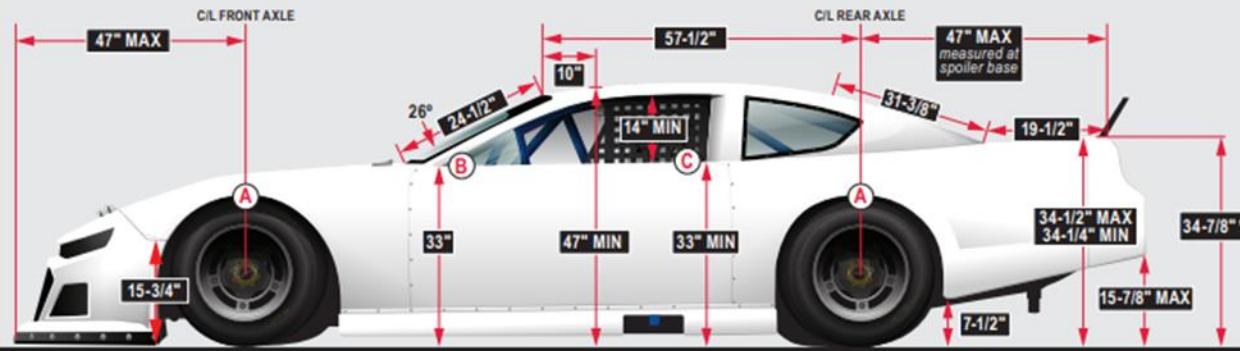
2. Must fit centerline template within allowable tolerance.

*\*Measured at the seam of bumper cover at deck lid intersection, +/-1/4"*



# ABC NEXTGEN BODY DIMENSIONS

CHASSIS	ROOF HEIGHT	TREAD WIDTH	WHEELBASE
Offset/ Straight Rail	47"	66" MAX	101"-106"



**WIDTHS**

- A** **79-1/2 MAX"**  
Body Width: Measured at wheel wells
- B** **68"**  
Door to Door Width: Measured at A-posts and inside edged of doors, measured through car
- C** **67"**  
Door to Door Width: Measured at B-posts and inside edged of doors, measured through car

Notes:

1. If the Roof Height (10" back from windshield), Door Height (rear), Quarter Panel, or Bumper Cover Height dimensions are higher than the stated minimum dimensions, all four must increase by the same amount.

2. Must fit centerline template within allowable tolerance.

*\*Measured at the seam of bumper cover at deck lid intersection, +/- 1/4"*

