

JANUARY 1, 2009
SGMP GENERAL RULES AND SAFETY REGULATION

These are the official rules and regulations for South Georgia Motorsports Park (SGMP). These rules, regulations, and race procedures herein designed primarily for the participants known as drivers, car owners, crewmembers and spectators. It is the intent of the SGMP officials to enforce these rules consistently and impartially, so that each individual has an equal opportunity to compete with all other cars in his/her class or division. In the event an individual feels that a given rule is not understandable, they should bring it to the attention of one of the SGMP officials for interpretation. This way, each participant can understand the intent of all the rules before a problem arises. In any case, the interpretation by an SGMP official will be final.

Assumption of Risk and Liability: Any form of motorsports (racing) is a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, owner, driver, family, friend and crewmembers. The participant agrees by entering an event and signing a waiver, the individual has had the opportunity to inspect the event site and acknowledges that the event site is safe, suitable for racing and safe for spectators. The participant may suffer bodily injury, death, loss, or damage to property. These persons have voluntarily assumed the risk of bodily injury or death or loss or damage to property and waives any claims against SGMP, it's directors, officers, employees, and agents, event official, event sponsors, race track operations and other participants; Discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury, or death or loss or damage to property.

Rain check policy: If the weather does not cooperate with the race prior to the completion of the heat races, rain checks will be honored for the next week race. They will NOT be honored at any other time. If it rains after the heat races, it will constitute a completed show and rain checks will NOT be honored for subsequent shows. Please bear with us during inclement weather. WE CANNOT CONTROL MOTHER NATURE.

SGMP official have the right to refuse entry to anyone for any reason, with out obligation, this refusal is final without any recourse for appeals or protest. Any persons involved in any form of protest or demonstration at or against SGMP, may be fined, suspended, and/or permanently barred from any future events held at SGMP. Anyone entering pit area will be required to sign in at the pit registration (you cannot sign for anyone else). Armbands issued need to be on at all times, anyone in the pit area without one, will be escorted out. You will be required to buy another armband and sign in a second time. All children will have to have parents or guardian consent form filled out completely and signed. All vehicles entering pit area, agree to their vehicle being completely search by SGMP officials if necessary. This search may be a condition for entry into the pit area for any event.

Sanctioned Events:

Any participant who wants to compete in a sanctioned event, (ASA,NASCAR, Hooters, etc) will have to go by their rules and regulations. SGMP has the right to cancel any event at any time for any reason.

SGMP wants to thank each participant for his or her support, and hope to find it to be an enjoyable 2009 season.

2009 SGMP Rules:

This rulebook supersedes all previous rules, written, or implied. All rules will be in written form by SGMP. These rules may change at any time for any reason by SGMP official.

Officials:

Owners, general manager, track manager, starter flagman, race directors, technical and safety inspectors, pit stewards, police/sheriff and scorers.

Competitors:

COMPETITORS ARE INDEPENDENT CONTRACTORS AND NOT AGENTS, SERVANTS, OR EMPLOYEES. Competitors will use their own methods in performing their duties in accordance with the Speedway rules, as they may be amended from time to time. It will be the competitor's obligation to furnish any tools, supplies, or materials that he/she deems necessary to perform his/her duties.

Competitors will be responsible for competing, and all actions of competitor's employees, crew and agents. Competitor assumes and takes full responsibility for reporting and paying funds the member may receive because of his duties and/or activities as a competitor, including but not limited to social security taxes, unemployment insurance taxes, compensation insurance, income taxes and withholding taxes.

All competitors must pick up their pay at the end of each race night.

Protest:

YOU MUST TAKE THE CHECKERED FLAG TO HAVE THE OPTION TO PROTEST. Finish on lead lap and within (2) position of the one being protested. Protest needs to be in writing, specifying the rule(s) considered violated. TIME LIMIT: all protest must be filed within FIVE (5) minutes after a race ends. PROTESTS must be registered with the Head Tech Inspector, Assistant Tech Inspectors or Pit Steward. Protester may also be required to be inspected for the same components that the protested is being inspected for. There will be a (1) hour time limit on the tear down, starting at the time the protest is filed. Failure to do so will cause in automatic disqualification. Only (2) people form each team will be allowed in the tear down area, along with SGMP Officials.

Fees:

Classes: Tailgaters, Wild Ones, Pure Stock, Hobby Stock

- Motor tear down upper \$250.00 \$100.00 track fee *
- Motor tear down lower \$250.00 \$100.00 track fee *
- Total motor tear down \$500.00 \$150.00 track fee *

Classes: Super Stock, Sportsman, Modified

- Motor tear down upper \$350.00 \$125.00 track fee *
- Motor tear down lower \$350.00 \$125.00 track fee *
- Total motor tear down \$750.00 \$200.00 track fee *

Classes: Crate, Built 2bbl Motors- Late Models

- Motor tear down upper \$400.00 \$150.00 track fee*
- Motor tear down lower \$400.00 \$150.00 track fee*
- Total motor tear down \$900.00 \$250.00 track fee*

* Track fee comes out of tear down monies.

Protest Refusal, Disqualifications and/or Rule Infractions:

Any car owner/driver, refusing an engine protest of any kind, will lose all money, points and trophies earned for that race event. The next time the car competes, it will be "torn down" and inspected after the race regardless of the finishing position and they will start last in the next feature event they run.

If the driver refuses the second time, the driver will lose all points earned to date for the entire season.

Any competitors who fail to tear down a car for inspection when requested to do so by the SGMP official in charge of the event will be subject to a minimum fine of \$500.00 and/or indefinite suspension and/or disqualification of a driver and car. And or all of the above.

General Conduct Infraction:

Car owner/driver at an event are expected to conduct themselves in a sportsmanlike manner. Car owner/driver are responsible for their crewmembers. Any infraction of these rules will be charged to owner/driver. Failure to obey SGMP officials or security could result in fines, suspension, and possible disqualification with the loss of all points, money and trophies for that race event or all points accumulated for the entire point's season.

SUSPENSION OR PENALTIES INCLUDE BOTH THE DRIVER AND THE CAR.

Any rule infraction in any class or division will result in his/her points being removed for the first infraction, and may also result in suspension.

Anyone, be it the car owner, driver, crew member, and/or family member who is determined to be guilty of unsportsmanlike conduct by a SGMP official, could result in a minimum of ONE (1) race suspensions. Possible disqualification with the loss of all points, money and trophies for that race event, or all points accumulated for entire point season and/or a fine of \$200.00 minimum. This applies to the driver and car as well as the individual involved. Anyone, be it the car owner, driver, crew member and/or family member entering pit area other than their own, will be considered at fault, if they are involved in a disturbance and could result in a minimum of ONE (1) race suspension. Possible disqualification with the loss of all points, money and trophies for that race date, or all points accumulated for entire point season and/or a fine of \$200.00 minimum. This applies to the driver and car as well as the individual involved.

Anyone, be it the car owner, driver, crew member and/or family member who performs and act or participates in actions deemed by SGMP officials as detrimental to the sport, including but not necessarily limited to verbal abuse of any SGMP official. May result in a minimum of one (1) race suspension, possible disqualification with the lost of all points, money and trophies for that race date, or all points accumulated for the entire point season and/or a fine of a \$200.00 minimum. This applies to the driver and the car as well as the individual involved.

Any competitor(s) who assaults or threatens bodily harm to an SGMP official or persons serving under his direction could result in a minimum of one (1) race suspension, possible disqualification with the loss of all points, money and trophies for that race date, or all points accumulated for the entire point season and/or a fine of a \$300.00 minimum.

Any competitor(s) who participates in fights in the pits, on the track or on the SGMP premises could result in a minimum of one (1) race suspension, possible disqualification with the loss of all points, money and trophies for that race date, or all points accumulated for the entire point season and/or a fine of a \$250.00 minimum. In addition \$500.00-\$1,000.00. Also a night in Cook City Jail and breakfast the next morning.

6. Alcoholic Beverages: when you enter-pay at pit gate, you are in the pits. There is to be no consumption of alcoholic beverages in the pits until the completion of the racing event. Violation will mean immediate expulsion from the pits, and no re-entry until the races are completed.

7. Injury: Anyone injured during the course of the racing program must notify an SGMP official and EMS/EMT's immediately. You will be required to provide any information pertaining to the injury prior to leaving the premises. Failure to do so will release SGMP of any responsibility.

8. Participation: all participants, drivers, car owners, crewmembers, mechanics, spectators, agree the track is safe, race ready, and is in usable condition if they take part in any activities. None of the above may make any claims for damages, expenses or otherwise against promoter operating corporation, or officers, directors, officials, agents or employees by reason of disqualification, or damage to either the car, participant, driver or any of the previous three. All participants, car owners, drivers, crew members and/or mechanics assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are on SGMP premises, in route there to or there from.

9. Pit Speed: Excessive speed and/or careless driving will not be tolerated in the pit area under any conditions. This can result in suspension, disqualification and possible fines or all of the above.

10. Entry Fees and Forms:

A. Race event only fees are for the car and do not include the pit passes.

Cost for car: These are the minimum entry fees, they could be more, and it will be posted at pit gate prior to entry.

- 50 lap races \$ 75.00
- 75 lap races \$ 100.00
- 100 lap races \$125.00
- 125 lap races \$150.00

B. All entry forms, license forms, etc., submitted by a participant must be legible and contain all information. All documents must be signed.

SGMP Drivers membership \$40.00

11. Rear of Field: If you elect to go to the rear of the field for the feature, you must tell the Pit Steward, failure to do so will result in a loss of points and/or money.

12. Information: Anyone giving false information to any SGMP official at any time will not be tolerated and may result in being fined, disqualified, suspended, loss of points, monies and trophies and all/or part of the above.

13. Qualifying Procedure: The driver that qualifies (time trails) the car must start the race in the same car. If there is a driver/car change from qualifying, the car will start in the rear (car and driver qualify as "one unit" race ready), if there is a position available. You must start the race with the same tires as used in qualifying.

TIRES MUST PUNCH A MINIMUM OF 48 ON THE DUROMETER AT ALL TIMES, NO TOLERANCE.

14. False Starts: A false start occurs when a driver breaks the plane of the bumper of the car in front of him/her position before the starting signal is given. Penalty will be at the Starter Flagman's discretion.

15. Starts: All cars must start under their own power at the beginning of each race. The SGMP Flagman starts the race on the initial start. The lead car inside pole position starts the race on the restarts. All divisions will comply with a single file restart unless a change is made prior to an event. On restarts you can only pass to the right (outside) outside only. Drivers will be notified at the driver's meeting of any change in the start-restarts. The leaser

and all odd numbered cars line up on the inside. The second place car and all even numbered positions line up on the outside. Restarts are lined up by the finish of the last completed lap by the COMPETITIVE FIELD.

IF YOU DO NOT TAKE THE INITIAL GREEN, YOU ARE NOT ALLOWED TO ENTER THE RACING SURFACE.

16. Minimum Duration: If a feature is stopped at less than 50% of its scheduled distance and is not restarted, it will be considered incomplete and organizers will NOT be obligated to distribute funds. If 50% or more has been run, the event will be considered complete. (Heat races must be run 100% to distribute funds). RACES MAY BE LAP OR TIME LIMITED DURING THE RACE SEASON.

17. Finish Line: The finish line shall be considered to extend from the grandstand retaining wall to the inside of pit wall, and any car rolling down pit road under its own power may legally receive the green, white or checkered flag. YOU MUST TAKE THE CHECKERED FLAG TO WIN THE RACE.

18. Scoring: If the car owner-driver has a complaint about scoring, they MUST notify the Pit Steward and wait until all events are completed to consult with the SGMP OFFICIALS. The scorer and or Flagman will be available AFTER the race program is complete. NO ONE, for any reason, will disrupt or halt the program to voice a complaint.

19. Cars sent to the rear of line up during race:

A. If leader is involved in an altercation on the racetrack with another competitor and, it is deemed rough driving, the leader may get his position back at the discretion of the race director/flagman.

B. If your car causes the yellow or red light or flags to be displayed, all cars involved will be sent to rear.(behind last car on the lead lap, if you were on the lead lap.)

C. Any other action taken will be at the SGMP official's discretion.

20. Caution Laps: On all caution laps, cars will line up single file for the restart. Under caution, the drivers are to be very cautious and aware of the cars involved in the wreck, the wreckers, the safety vehicles, and their crew working on the track. NO ONE is allowed on the racing surface during a caution or while the race is under red EXCEPT SGMP OFFICIALS or unless approved by a SGMP Official. Failure to comply will result in disqualification, suspension, and or fines for the driver/car involved.

21. Black Flag: The BLACK FLAG is a CONSULTATION flag. If a car smokes excessively, it will be black flagged for consultation. If you bring out the caution, unassisted, 3 TIMES, you will be black flagged and sent to the pits for the remainder of the race. Both rules will be enforced at the discretion of the SGMP officials.

22. Disqualification: This is a ruling made by SGMP officials, and will result in the loss of all points, monies or trophies for the race event. You will be responsible for replacing any trophy damaged or not returned if you are disqualified. Any other action taken will be at the discretion of the SGMP officials.

23. Inspection: Each entered car must be inspected and approved by the Technical Inspector before it is allowed to participate in competition or practice. Cars damaged or altered after they have been inspected are subject to re-inspection and approved by the Tech Inspector. The car owner/driver is responsible for the legality of their car.

24. Car Numbers: Car numbers are issued by the SGMP officials ONLY, at the time of SGMP licensing. Numbers are issued to car owner/driver purchasing a current SGMP license. CAR NUMBERS CANNOT BE RESERVED WITHOUT THE PURCHASE OF A SGMP LICENSE. All divisions will have numbers 18" tall, 3" thick on the roof facing the grandstand side and both doors. 6" tall numbers will appear on the upper right hand corner of the windshield: right front bumper cover: left rear bumper cover.

25. Support Vehicles: Mules, 4 wheelers, golf carts, scooters, etc. must have car number you are affiliated with, and displayed where it can be seen easily. None of these vehicles is allowed on pit row or the racetrack for any reason.

26. Car Weight: Cars in all classes/divisions will have certain weight requirements and rules. Find the class/division for individual weights. 1% allowance will be deducted from the total weight at the end of the race; this will be for all the classes and divisions.

27. Motors: Every class and division has their own motor rules; See the class - division in question.

28. Decals: Cars will be required to run certain decals, failure to do so will result in not being able to participate. No obscene decals/expressions, etc. will be allowed.

29. Race Line-ups: Draw Pills for Heats. Feature race line-ups will now be done from finishing order of heat races. Top 3 from each heat will draw pill 1-6. If only one heat Top 6 will draw pill 1-6. The 7th spot will be for the last feature winner position. If the last feature winner finishes in a top 3 position of a heat race the 4th place position will draw for starting position. The rest of the line up will be determined by the finishing order of the heats, heat (1) will be lined up on the inside row, with heat (2) on the outside row. SGMP Late Models will qualify Top 6 will draw pill 1-6 for starting position, 7th spot through the rest of the field will be lined up from qualifying times.

Points breakdown feature:

1. 50 11. 30
2. 48 12. 28
3. 46 13. 27
4. 44 14. 26
5. 42 15. 25
6. 40 16. 24
7. 38 17. 23
8. 36 18. 22
9. 34 19. 21
10. 32 20. 20 through the field

Heat Points:

1. 10 6. 5
2. 9 7. 4
3. 8 8. 3
4. 7 9. 2
5. 6 10. 1

Registration Window will close 30 minutes prior to race time.

Late registration will start at the rear of heats. You will be required to see a SGMP official before you are allowed to participate.

Track Safety Rules:

1. All drivers required to have approved helmet, fire suit, gloves, and shoes.
2. All classes of divisions are required to have SFI approved belts. Belts must be in date per SFI specs (no out of date belts allowed). 5 point minimum except for tailgaters and wild-ones. Tailgaters, wild-ones, 4 point minimum. All classes require window nets.
3. All divisions exhaust must have turndowns or exit outside the car door.
4. Drive shaft loop is required and must be constructed of at least ¼ inch thick by 1 inch wide steel and must be mounted no more than 6 inches back from front of drive shaft. DRIVE SHAFT MUST BE PAINTED WHITE. NO aluminum except late models.
5. NO WHEEL WEIGHTS ARE ALLOWED IN ANY DIVISION.
6. Ground clearance – each class/division will have a minimum requirement from ground to the bottom of frame rail (both sides) with the driver in seat.
7. ALL WEIGHT added to cars MUST be bolted in with minimum of (2) 1/2" bolts with washers and lock nuts.
8. NO sheet metal screws. RIVETS ONLY.
9. All hood latches must be removed. All hoods and trunks MUST have hood pins.
10. Radiator must have a catch can mounted in front of engine firewall. **Optional overflow on windshield.** NO ANTIFREEZE ALLOWED WATER ONLY IN ALL DIVISIONS
11. Wheel Studs, ½" minimum with 1" lug nuts, exceptions tailgaters, wild-ones and stock.
12. Track approved tires only. TIRES MUST "PUNCH" A MINIMUM. ON THE DUROMETER AT ALL TIMES. NO TOLERANCE. PER CLASS SPEC. TIRES.
13. Radios are only allowed in late model classes/divisions, and touring divisions.
14. No mirrors are allowed except in late models.
15. Do not remove or change any casting numbers.
16. Minimum of 1/8" lexan front windshield. Some classes/divisions may use bars and hardware cloth. MUST BE APPROVED BY SGMP OFFICIAL.
17. Top three (3) finishers will go directly to tech area, if you do not, you will be automatically disqualified.
18. Top three (3) will be weighed: total and left side (NO TOLERANCE Minimum means minimum) Other items may be inspected at this time, refusal to do so will be automatic disqualification, and loss of points, monies, trophies and one (1) race suspension.
19. No equipment or racecar will be considered as having been approved because of having passed through inspection "unobserved". Regardless of a car passing prior technical inspections, compliance with all rules must be made at each post-race inspection. No expressed or implies warranty of safety shall result from the technical inspection or approval. Any rules or guidelines to be implied will be governed at the discretion of SGMP officials.
20. Any loss of wheel or tires requires you to immediately leave the race surface. As not to create any track damage.

Safety Rules:

Please note: These rules are subject to change in an attempt to maintain fair and equal competition among vehicle makes and models, and in the interest of safety. ALL SAFETY EQUIPMENT WILL BE IN PLACE ANYTIME THE RACECAR IS ON THE RACE TRACK.

1. SNELL 2000 approved helmet and have visible sticker for inspection. Complete fire suit, gloves and shoes. Exception are the lower divisions where specified in the rulebook. Helmet MAXIMUM OF 5 YEARS OLD will be at the discretion of the officials.
2. Tech approved window net with outside access release. NO MESH NETS.
3. Aluminum driver's seat is required. Safety harness SFI approved and no older than 3 years old.

4. Fire extinguisher MANDATORY. On board fire, system is required in super late models and is highly recommended for all other divisions. Every pit area is required by Georgia law to have fire extinguisher.
5. A battery disconnect switch is MANDATORY and MUST be easily accessible to the safety crew and driver. "ON" and "OFF" MUST be labeled clearly to be seen by the safety crew from OUTSIDE the car. Batteries and all electrical connections must be a minimum of 18 inches from the fuel cell.
6. NO ELECTRIC FUEL PUMPS ALLOWED.
7. Racing fuel cell with scatter shield is MANDATORY. 22 gallon MAXIMUM with foam. Must have a check valve. 9" MINIMUM GROUND CLEARANCE and rear protection bar - minimum 1 1/4" x .095. 2 straps minimum 1" width surrounding the ENTIRE fuel cell. FUEL CELLS MUST BE BOLTED. NO RIVETS * NO SHEET METAL SCREWS.*
8. Tech Inspector MUST approve location of fuel cells. If fuel lines pass through driver's compartment, they must be housed in rigid tubing. PUMP FUEL ONLY. NO ALCOHOL or NO ADDITIVES. Fuel must come from fuel cell directly to the carburetor without passing through any cooling - altering devices.
9. ROLL CAGE: See each division's rules. Must be Tech approved.
10. FIREWALL/FLOORBOARD must be of 20 gauge STEEL. STOCK DIVISIONS ARE NOT TO REMOVE O.E.M. FIREWALL OR FLOORBOARD. NO HOLES allowed in firewall/floorboard.
11. All four (4) wheels must have brakes in good working condition.
12. No louvers in any division.
13. NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BECAUSE OF HAVING PASSED THROUGH INSPECTION UNOBSERVED. ANY EQUIPMENT THAT DOES NOT CONFORM TO SPECIFICATION OR TOLERANCES CONTAINED IN THE RULEBOOK IS NOT ELIGIBLE.

If you have a variance from the regular rule in a division, you must have it specified in writing, signed and dated by the Tech Official in the back of your rulebook. The only exception to the General Rules may be in the Novice Divisions, Demos or Special Event races. Please refer to the rules for these divisions. The track management reserves the right to add or delete rules at their option. Their decision is final in all cases.

Assumption of Risk and Liability: Any form of motorsports (racing) is a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, owner, driver, family, friend and crewmembers. The participant agrees by entering an event and signing a waiver, the individual has had the opportunity to inspect the event site and acknowledges that the event site is safe, suitable for racing and safe for spectators. The participant may suffer bodily injury, death, loss, or damage to property. The person has voluntarily assumed the risk of bodily injury or death or loss or damage to property and waives any claims against SGMP, its directors, officers, employees, and agents, event officials, event sponsors, racetrack operations and other participants; Discharges such persons and entities from responsibility for such losses. The participant covenants not to sue such persons and entities for bodily injury, or death or loss of damage to property.

ALL DRIVERS ARE REQUIRED TO READ ALL GENERAL, TRACK AND SAFETY RULES!!

This is a trophy class only. Trophies will be for first (3) positions. This class is to provide an inexpensive, stock car racing division. No high performance allowed. Safety is the utmost importance in all classes. have fun.

This class may not run at every event, check your weekly schedule.

1. CAR: Any four or six cylinder; front wheel drive. COMPLETELY STOCK OEM. No turbo or super chargers. No special ordered or high performance cars. Cars VIN # has to be in stock location and readable, no alterations what so ever.
2. SAFETY EQUIPMENT: MANDATORY- Snell approved helmet with face shield or goggles. As well as driving suit, gloves and shoes.
3. No Gutting, Chopping, Torching or Cutting of car allowed. If this should occur, you will not be allowed to race. All general rules of SGMP will apply. The track reserves the right to make changes for the safety of all classes.
4. FOUR POINT SAFETY HARNESS: Shoulder harness must be mounted to the roll cage; lap belts must be mounted solid to the floor of car. Window net is required on driver's side with proper attachment.
5. Battery disconnect switch must be accessible to driver, Track Safety Crew and Track officials.
6. If you do not have factory-installed fuel shut off, one must be mounted within reach of driver. Track Safety Crew and Track officials.
7. Full working, charged fire extinguisher mounted within driver's reach.
8. ROLL CAGE: Four point minimum. Must have single loop roll bar with crossbar and down bars. Cage cannot exit driver's compartment. Use 1-1/2" OD min x.095, ERW or Schedule 40 black iron pipe. Must be welded to 4" x 4" x 1/8" plate and bolted or welded to floor pan or frame. Continuous electric welds must be used on all joints. Door bar must extend 3" past front and 3" past rear of driver's door.
9. TIRES: All tires the same size. All four (4) tires must be 14" or 15", DOT car passenger tires only. 70-75-78-80 Series DOT approved. No truck or trailers tires allowed no truing or soaking. "NO LEANING". 30 LBS. Minimum tire pressure in all four (4) tires. Tires may be dismounted and checked for softeners or additives at any time. If found Illegal tires will be confiscated by SGMP.
10. Remove all glass except front windshield. Door panels may be removed only to remove door glass and then replace door panels. Doors must be welded shut. Hood hinges must remain in stock location. All hoods and trunks lids must removed latches and replace with pins. All sheet metal OEM body must remain in stock location. No sheet metal screws, pop rivets only.
11. ENGINE: To remain stock OEM for that year car, make and model. No tinkering with engines, stock for cars VIN # only No Exceptions. No Boring or cleaning of engines. GM V-8 2.8 MAXIMUM, DODGE 3.0 MAXIMUM, FORD 3.0 MAXIMUM
12. CARBURETOR: Stock for car VIN # only.
13. Stock gas tank in stock location, optional fuel cell if mounted in trunk. Must be in a steel case with 2 steel straps and strapped securely to the floor of the trunk.
14. DIFFERENTIAL: Stock OEM for that year car, make and model. Cannot be welded or locked. NO posi-traction.
15. SUSPENSION: Stock OEM – NO modifications of any kind.
16. TRANSMISSION: Stock OEM – NO modifications of any kind.
17. No fuel mixtures or racing fuels.
18. Remove any trailer hitches.
19. Battery must remain in stock location and be safely secured.
20. BRAKES: All four brakes must work at all times. Wheels to be stock only. Any driver disqualified because the car is found to be illegal, will not race. If you are found illegal two (2) times, you will be removed from the class permanently.
21. CAR NUMBERS: 1, 2, or 3 digits only. No duplicate numbers. If a driver has a current SGMP driver license, he/she will keep his/her number for the entire 2008-racing season. If driver does not have 2008 SGMP drivers license, the numbers will be issued on a "First come, First serve basis".
22. LINE UP: The same as all divisions see general & safety rules, Page 6 # 15.
23. If it is not in the rules, do not do it.

24. THE SGMP OFFICIALS RESERVES THE RIGHT TO ADD OR DELETE RULES AT THEIR DISCRETION TO IMPROVE THE SAFETY OR COMPETITION IN ALL CLASSES. ALL DECISIONS WILL BE FINAL.

This is a trophy class only. Trophies will be for first (3) positions. This class is to provide an inexpensive, stock car racing division. No high performance allowed. Safety is the utmost importance in all classes. Have fun.

This class may not run at every event, check your weekly schedule.

1. CAR: Must be V-8 or 6 cylinder, full sized, American made car for the Wild one Division. Cars VIN # has to be in stock location and readable. No alteration allowed. Exception: metric cars 305 CI maximum. No special ordered or high performance cars. All airbags must be removed.
2. SAFETY EQUIPMENT: MANDATORY- Snell approved helmet with face shield or goggles. As well as driving suit, gloves and shoes.
3. No Gutting, Chopping, Torching or Cutting of car allowed. If this should occur, you will not be allowed to race. All general rules of SGMP will apply. The track reserves the right to make changes for the safety of all classes.
4. FOUR POINT SAFETY HARNESS: Shoulder harness must be mounted to the roll cage; lap belts must be mounted solid to the floor of car. Window net is required on driver's side with proper attachment.
5. Battery disconnect switch must be accessible to driver, Track Safety Crew and Track officials.
6. If you do not have factory-installed fuel shut off, one must be mounted within reach of driver. Track Safety Crew and Track officials.
7. Full working, charged fire extinguisher mounted within driver's reach.
8. ROLL CAGE: Four point minimum. Must have single loop roll bar with crossbar and down bars. Cage cannot exit driver's compartment. Use 1-1/2" OD min x.095, ERW or Schedule 40 black iron pipe. Must be welded to 4" x 4" x 1/8" plate and bolted or welded to floor pan or frame. Continuous electric welds must be used on all joints. Door bar must extend 3" past front and 3" past rear of driver's door.
9. TIRES: All tires the same size. All four (4) tires must be 14" or 15", DOT car passenger tires only. 70-75-78-80 Series DOT approved. No truck or trailers tires allowed any truing or soaking. "NO LEANING". 30 LBS. Minimum tire pressure in all four (4) tires. Tires may be dismounted and checked for softeners or additives at any time. If found illegal tires will be confiscated by SGMP.
10. Remove all glass except front windshield. Door panels may be removed only to remove door glass and then replace door panels. Doors must be welded shut. Hood hinges must remain in stock location. All hoods and trunks lids must be removed latches and replace with pins. All sheet metal OEM body must remain in stock location. No sheet metal screws, pop rivets only.
11. ENGINE: To remain stock for that year car, make and model, no modification.
12. CARBURETOR: Stock for car VIN # only.
13. Stock gas tank in stock location, optional fuel cell if mounted in trunk. Must be in a steel case with 2 steel straps and strapped securely to the floor of the trunk.
14. DIFFERENTIAL: Stock OEM for that year car, make and model. Cannot be welded or locked. NO posi-traction
15. SUSPENSION: Stock OEM – NO modifications of any kind.
16. TRANSMISSION: Stock OEM – NO modifications of any kind.
17. No fuel mixtures or racing fuels.
18. Remove any trailer hitches.
19. Battery must remain in stock location and be safely secured.

20. BRAKES: All four brakes must work at all times. Wheels to be stock only. Any driver disqualified because the car is found to be illegal, will not race. If you are found illegal two (2) times, you will be removed from the class permanently.
21. CAR NUMBERS: 1, 2, or 3 digits only. No duplicate numbers. If a driver has a current SGMP driver license, he/she will keep his/her number for the entire 2008-racing season. If driver does not have 2008 SGMP drivers license, the numbers will be issued on a "First come, First serve basis".
22. LINE UP: The same as all divisions see general & safety rules, Page 6 # 15.
23. If it is not in the rules, do not do it.
24. THE SGMP OFFICIALS RESERVES THE RIGHT TO ADD OR DELETE RULES AT THEIR DISCRETION TO IMPROVE THE SAFETY OR COMPETITION IN ALL CLASSES. ALL DECISIONS WILL BE FINAL.

Cars:

Any 1960 or newer American made car. Factory steel top and body. No sports cars or vans. Minimum wheelbase 108".

Body:

Stock no alterations or modifications of any kind on the outside of the car. Driver compartment must be sealed from engine and trunk area. Gutting allowed. Hood pins allowed. Bumper height. 18" plus or minus 2" (center distance). Aftermarket nose allowed for year and model. Minimum ground clearance 4". Subject to Tech approval. 1981 or earlier Camaros may use Howe noses or OEM nosepiece. Rear bumper covers may be used. Uncut hoods, no scoops. Spoiler: may use factory spoilers or at Tech Directors discretion. Fabricated spoiler will be no larger than 5"x 60".

Chassis:

Stock no alterations. Coil springs, any spring, and height, must be 5" minimum diameter. Adjustable spacers or jack bolts allowed. Leaf springs stock for manufacturer, no fiberglass. Lowering blocks allowed. Adjustable shackles allowed. Spindles and hubs any OEM with ½" minimum studs required on all four, 1" minimum nuts all around. May use tubular upper A-arms on stock mounts only. Bottom A-frames must be stock for make and model. Clutch pedal assembly optional. Proportioning valve optional. Shocks one per wheel, solid steel only no adjustments 100.00 claim. Engine location: front spark pug must be 1" ahead of centerline of top ball joints. Sway bars any OEM in stock position, mounting optional.

Weight:

3100 lbs minimum with driver after race. 1% tolerance. No fluids added. 55.0% left side weight maximum. Any car not totally complying with these rules may be allowed to run with added weight penalty, at the SGMP official's discretion.

Engine:

Any OEM car may run up to a 350 Chevy motor, any Mopar up to 360, any Ford up to 351, AMC 360. These are maximum engine sizes. GM 602 sealed crate motor is legal add 50 lbs. Electric: Distributor, stock OEM, HEI allowed. No external boxes. Add on electrical accessories subject to Tech approval. Alternators, optional. Plug wires and plugs, optional. Coil, optional on point distributor, OEM style on HEI. Starter – self starting electrical. One (1) 12-volt battery only. Carburetor: Stock Holley # 4412. Choke plate may be removed. Jets and power valve may be removed. Jets and power valve may be changed. 1 ½:" spacer maximum between carburetor and manifold. Gaskets not to exceed .065. Factory passenger car cast iron or aluminum manifold, NO bowties, No modifications. Exhaust manifold, header allowed. NO crossover, NO 180 degree, NO weed burners, Motor mounts, optional steel only, and engine in stock location. Heads: NO high performance heads, (70cc minimum). May use

world products # 043640 or Dart # 10024360. NO porting, polishing, NO coated surfaces, screw in studs allowed. Guides plate is allowed. Valves 1.94 -1.5 Chevy. 2.03-1.65 others maximum. Intake valve bowl angle maximum 75 degrees. Valves: NO titanium, NO ceramic, No exotic metals, NO neck down valves. Stainless stock diameter valves allowed. Swirl polished allowed. Stock diameter and style springs and retainers, PC seals allowed. Stock style steel rocker arms, Chevy 1.5 only. Stud girdles and Poly Lock is allowed. Shims under springs, rocker arms, shafts and fulcrums allowed. Lash caps – optional. World Product #4360b (SR) allowed. Pushrods- optional. Cams: Hydraulic lifter style maximum lift Chevy .450 lift at valve. All others .515. No over size lifters or rollers. Pistons: flat top four (4) eyebrows or dished. Maximum .060 over, .010 clearances, OEM style (stock ring location). No, fly cutting for clearance. No excessive lightening other than to balance. No custom made pistons. Stock style wrist pins. No part of the piston can be out of the block. Stock ring location – 5/64 inch compressions, 3/16 oil control. Rods: Stock length for motor. Aftermarket bolts allowed. OEM style replacement rods, cast I beam only, Scat # 3-1CR 5700 or Eagle # SIR 5700 BB/BP LW. No beam polishing. Balance allowed. Must have factory stamp or casting number. Floating pin allowed, no bushing. NOTE: Some GM rods have no casting numbers but easily identified. Yours need to look like the one we have. Crank: Stock for motor. OEM weight 49 lbs minimum. NO external lightening, other than to balance. Stroke plus or minus .010" tolerance. Stroke must match block. Elgin-Scat-Eagle OEM replacement cast units allowed. No knife-edge. Block: decking allowed zero to deck. Painting of oil galley allowed. Screens, oil galley plugs, lifter valley tray allowed. Oil pan – optional, wet sump only. windage tray allowed. Oil pump – no external units or Barnes dry sump in pan style. Remote oil filter allowed. Accusumps allowed. Bolts – optional. Water pumps – optional on Chevy, 351C, 351m Ford, aluminum allowed. Pulleys – optional. Valve covers. Air filter – optional. Hoses and belts optional. Fuel pump, NO electric or belt drives, any mechanical pump. Lines, filters, optional.

Transmission:

OEM automatic with operational OEM converter or manual. All gears working.

Rear End / Differential:

Any passenger car drum-disc brake rear end using stock mounts and arms for car only (GM-GM, Ford-Ford). May be locked, any ratio. May use 9" Ford, May use 9" Floater add 50 lbs. Disc brake conversions may be used, but must be all steel/cast iron.

Clutch:

10 1/2" minimum diameter, over the counter single disc, no mini's, no lightweights; conventional spring type. 14 lbs. Minimum.

Flywheel:

OEM, 14 lbs. Minimum weight. No aluminum.

Seat:

Aluminum racing seat mandatory.

Fuel Tank:

Fuel cell mandatory. 22-gallon maximum. Mounted no lower than 8" from ground and must have fuel cell guard. Steel firewall between driver and trunk required. Fuel must be Track fuel if running for points, 5-gallon minimum.

Seatbelts:

3", five (5) point seat belt, shoulder harness and crotch strap mandatory. 2002 or newer. (See Safety Rules.)

Wheels:

Steel, 15"x 8" maximum. Maximum offset 2". All wheels must be racing quality only.

Tires:

Track approved treaded tire. Tires must be consistent in compound. Tires must durometer 55 (hot).

Protective Bars:

Mandatory 4 point roll cage. Full cage allowed. Four (4) door bars on left, three (3) door bars on right. Main 4 points must be tied to frame where available, uni-bodies must be plated.

Ballast:

All ballast must be mounted with ½" bolts on steel only, not sheet metal and painted white with car number. See Safety Rules.

Mirrors:

No mirrors allowed. Radio's Allowed must provide track with frequency.

The SGMP Officials reserves the right to add or delete rules at their discretion to improve the safety or competition in all classes. All decision will be final.

Car & Body

Any 1960 or newer sedan or station wagon is eligible. No Camaros, Firebirds or Mustangs allowed in this class. Minimum wheelbase allowed is 108". Driver's protection bars are mandatory. Four (4) point roll cage with four (4) door bars on the left and three (3) door bars or x bars on the right are mandatory. Full cage with front and rear hoop permitted. Cross bracing allowed. Front radiator guard must be behind grill. All doors to be welded or bolted. All glass and flammable materials must be removed. Racing seat belts and shoulder harness mandatory. 3" 5-point seat belt, shoulder harness and crotch strap mandatory (See Safety and General Rules). Complete original metal firewall must be in tact from front windshield to rear window. The stock steel, unaltered floor pan, firewall trunk and trunk floor must be retained. Wheel wells may be removed. Cars must be strictly stock. NO cutting, chopping, channeling or shortening allowed. No holes in the hood. Hood to be kept in place at all times. Body sheet metal must be kept in place at all times. Doors cut for roll bar clearance allowed. Trunk may be cut for fuel cell clearance only. Appropriate aftermarket nose may be used upon Tech approval. Headlights and taillights to be removed. All body side trim and molding must be removed. All interior upholstery must be removed, back seat, headliner, door panels and carpet. Driver's seat must be aluminum racing style in steel mounts. All cars must have a complete lexan windshield, or 3 bars and hardware cloth. To be approved by SGMP official. Fuel cell mandatory. Maximum 22 gallon mounted with two (2) steel straps front to back and side to side in trunk. Fuel cells can be no lower than bottom of frame rail. 9" minimum ground clearance. Fuel cell guard mandatory.

Weight:

3100 lbs. Minimum with driver after race; 1 % tolerance. No fluids added. 53 % left side weight maximum.

Suspension:

Suspension parts must remain stock for that make and model of car. Performance steel shocks allowed, only in stock location with no modifications what so ever. Stock mounts only. Springs optional 5" minimum diameter any height, but must remain in original

stock location may be made solid mounts. No adjustable spacers or shackles. Bumper height 18 inches center. + .2", Minimum ground clearance 6"both sides with driver in seat.

Tires & Wheels:

Track approved treaded tire. Tires must durometer 55 (hot). Any maximum 8"wide steel wheel; racing quality recommended. 1"lug nuts, ½ studs mandatory. NO wheel adapter or spacer.

Engine:

No high performance motors allowed. Any GM car may run up to a 350 Chevy motor. 360 Mopar, 351 Ford, maximum .030 over bore w .010 clearance. All others may run whatever motor came in body. These are maximum engine sizes. If legality of part is questioned, drivers will be responsible for furnishing proof of legality; as of another core or item or explicit written proof of origin. Motor mounts, optional steel only, must be bolted in place, not welded, and engine in stock location.

Electrical:

Distributor, stock OEM, HEI allowed. Add on electrical accessories subject to Tech approval. Alternators optional. Plug wires and plugs optional. Coil OEM style or HEI. Starter – self starting, electrical. OEM replacement only. One (1) 12-volt battery only.

Carburetors:

Stock equipment only or Holley # 4412 - 4412s with 1 ½ "spacer. (Aluminum only.) Subject to our gauges. Intake – factory passenger car cast iron intake only. No spacers, no porting and no polishing. Painting inside will be considered modification, no aluminum.

Headers:

Chassis headers only.

3"maximum. Stock manifolds allowed. No porting, no polishing and no coatings. Air injection tubes allowed. No welding.

Heads:

No high performance heads, (72cc minimum) .No porting, polishing, no coated surfaces. Valves :1.94/1.5 Chevy; 2.03/1.65 others maximum. May use World Products Heads part# 043600, Dart Head part# 10024360. World products S/R. valves allowed. No titanium; no ceramic; no exotic metals; no swirl polished; no neck down valves. Stainless stock diameter valves allowed plus .010"head diameter allowed. Stock style springs and retainers; PC seals o.k. Stock ratio rocker arms; no roller tip style; Chevy 1.5 only. Pollock's o.k. Shims under springs, rocker arms, shafts and fulcrums allowed, studs optional. No guide plates. Pushrods optional. Cam: hydraulic lifter style. Maximum lift Chevy .420" at the valve, all others .480"lift. No oversize lifters or rollers. Piston: flat top four (4) eyebrows or dished. Maximum .060 over, .010 clearances; OEM style (stock rings location and size). No metric. 9.5:1 compression ratio maximum. NO excessive lightening other than to balance. No custom made pistons. OEM wrist pins only. Rods: Stock for motor; may run Scat rod # 3-1CR 5700, Eagle rod SIR 5700 BB/BP LW, aftermarket bolts o.k. No beam polishing. Balancing o.k. Crank: Stock for motor; OEM weight. (50lbs min.) No lightening other than to balance. Stoke plus or minus 0.10 allowance. Elgin/Scat/Eagle replacement cast units' o.k. NO knife-edge. Block: decking allowed. Zero deck maximum. NO polishing. Painting of oil galley allowed. Screens, oil galley, plugs, lifter valley tray allowed. Oil pan optional wet sump only. Windage tray allowed. Oil pump: NO external units or Barnes dry sump in pan style. Bolts optional; no head studs, no main studs, washer o.k. Gaskets – optional.

Water Pump:

No aluminum on Chevy, 351c, 351m Fords, aluminum allowed. Pulleys stock style; no aluminum. Alternator, power steering pump pulleys, valve covers, air filter, hoses, and belts are optional. Fuel pump no electric or belt drives, (mechanical pump only). Lines, filters and coolers are optional.

Transmission:

Any stock transmission from manufacture. OEM automatics with working OEM converter.

Clutch:

10 1/2" minimum diameter, over the counter, single disc; no mini's; no lightweights; conventional spring type. 14 lbs. Minimum. FLYWHEEL: OEM, 24 lbs. Minimum weight. REAR ENDS: Stock rear end only for car and make. May be posi or locked. Ballast: all ballast must be mounted with 1/2" bolts on steel only; not sheet metal, and painted white with car number. SEE GENERAL AND SAFETY RULES. Any loss of wheel or tires requires you to immediately leave the race surface. As not to create any tack damage.

Fuel:

Must be tank fuel or stock fuel only. No additives of any kind.

Inspection:

NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BECAUSE OF HAVING PASSED THROUGH INSPECTION UNOBSERVED. ANY EQUIPMENT THAT DOES NOT CONFORM TO SPECIFICATIONS OR TOLERANCES CONTAINED IN THE RULE BOOK IS NOT ELIGIBLE. NOTE: ANY DECISIONS PERTAINING TO LEGALITY OF CARS, PARTS, ETC. IS UP TO THE SGMP OFFICIALS DISCRETION.

The SGMP Officials reserves the right to add or delete rules at their discretion to improve the safety or competition in all classes. All decision will be final.

Cars:

Any American production models car or pickup truck and must obtain the factory wheel base minimum 105" wheelbase for the year and model. No convertibles are permitted. No station wagons; no SUV's.

Bodies:

Bodies must remain factory stock with chassis, or ABC Body. Body must be track approved. Firewalls, floorboards and body panels must be in place. All cars must have complete bodies in the proper configuration must be SGMP approved, including fenders, bumpers, roof, nosepiece, hoods, and trunks. Aftermarket stock appearing plastic or rubber nosepiece optional; must match make and model of car. Fiberglass hoods allowed. Repaired body parts must be approved by SGMP official. Firewalls: A complete firewall is mandatory between the driver's compartment and the engine, as well as the driver's compartment and rear end/fuel cell compartment. The trunk must be sealed completely from driver's compartment with minimum 22 - gauge steel or .040 aluminum materials. Mounting of components: All body components must be firmly attached to every car competing in any race. Any car may be black flagged or denied entry to start qualification of a race if any of the aforementioned items are not attached unless the SGMP official gives prior approval. Bumpers, Both front and rear must remain stock appearing with bracing permitted. Stock bumper brackets may be welded or bolted. NO sharp edges are permitted on the body or bumpers. Windshields/Window openings: Either all cars must have approved lexan windshield minimum 1/8 thickness, or 3/8 bars no more than 3 inches apart. Securely fastened in the front window area with hardware cloth. All front, side and rear window glass

must be removed and may not be replaced. Cars may run full lexan windshield. All other window openings must remain open. Approved window nets are mandatory.

General Appearance of Car:

Crash damaged cars must be repaired to the minimum technical standards before returning to competition. A SGMP official may deny a car from competing if it does not meet the minimum acceptable standards as described above. SGMP officials reserves the right to deny access in competition because of a sponsorship, advertisement, paint scheme, and/or lettering on a car not in "good taste", or in the spirit of keeping this a "family entertainment" sport.

Roll Cage Construction:

- Minimum 8 point roll cage and must be approved by SGMP official.
- Must have minimum 4 door bars on the driver's side and 3 door bars on the passenger side.
- The roll cage and door bars must be constructed of minimum 1 1/2 "O.D. seamless steel tubing with a minimum .095" wall thickness. No aluminum and or soft metals permitted.
- 1 3/4 bars are recommended.
- All butt welds, joints and connections must have gusset plates for reinforcement.
- Fuel cell protection bar is mandatory.
- ALL cars: roll bar and rear braces must be welded to minimum 4x6x1/4"thick plate and welded or bolted to the floor with four steel grade 8 bolts, minimum 1/2" in diameter.

Engine Location & Mounts:

The engine must remain in the stock location and configuration as currently delivered by OEM. All mounts may be changed to solid types. (Steel only). May convert to stock appearing solid motor mounts in stock OEM location. Chains are permitted from the engine to the frame in case of engine mount failure.

Metal Fatigue:

It is highly recommended to have the frame checked periodically by an expert for metal fatigue. Cracked or broken frames are strictly prohibited from any SGMP events.

Repairing Frames:

The technical inspector reserves the right to disallow a repaired car from a competition that does not appear to be properly repaired. Once a frame is repaired from its original form, SGMP officials assume no liability for any injuries that may occur as a result of this repair regardless of the approval given to compete with that repaired frame.

Seats:

Only SGMP approved metal-racing seats may be used. Halo seats recommended. No OEM or homemade seats will be permitted. No fiberglass seats allowed.

Mounting of the seats:

The seat may be moved within the driver's compartment (remaining within the same general area as the OEM design) without moving or changing existing bars in the frame. The seat must be securely bolted directly to the roll cage with no less than 3/8" grade 8 steel bolts. When mounting the seat, use a flat piece of steel behind the seat. The use of wood as supports or mounting brackets not permitted. The use of wood as supports or mounting brackets not permitted. The presiding tech inspector shall have final approval of the mounting brackets not permitted. The presiding tech inspector shall have final approval of the mounting of the seat. SGMP officials assume no liability for any injuries that may occur

as a result of the mounting of a seat, regardless of the approval given to compete with that seat and its location.

Seat Belts:

Must have minimum 5 point harness and be securely bolted in place with minimum 3/8" grade 8 steel bolts, with reinforcement plates where fastened to any metal less than 1/8" thick. Three year date limit, mandatory. Racing seats belts only, minimum 3" wide.

Fuel Cell:

Racing fuel cells mandatory. No plastic fuel cells (no boat gas tanks). Minimum 10" ground clearance. All fuel cells must be fully enclosed in a minimum 22- gauge steel box.

Fuel Cell Straps, The fuel cell must be strapped down with at least (2) 1" wide steel straps on the top of the fuel cell and (2) 1 1/2" wide steel straps underneath the fuel cell. The straps must be a minimum of 1/8" in thickness.

Suspension:

All suspension must be OEM stock components and remain in stock location. Front A-Arms may be adjusted for proper camber and caster. May use tubular upper A-arms on stock mounts only. Example speedway motor part # 91034397 series, with stock 4 bolt ball joint. No monos. Stock OEM ball joints only, minimum 4" ride height (with driver in car), measure at frame rail. Unibody cars – sub frame connectors ok, cross bracing ok. Screw in ball joints ok.

Springs:

Leaf or coil springs only, No coil over units allowed. Any spring, any height, must be 5" minimum diameter. Springs must remain in stock location and in stock brackets. Sway bars one piece steel only must remain in factory location. Adjustable shackles, spring rubbers, and lowering blocks will be allowed. After market leaf or coil springs allowed, no fiberglass. May run front adjustable spring or jack bolt cups, Rear coil spring cars can run adjustable bucket. Top links maybe altered to obtain pinion angle. Stock arms only. Weight jacks or jack bolts allowed. No adjustable 4 links. Unaltered factory torque arm permitted if equipped from factory.

Shocks:

One shock per wheel, solid steel only, No adjustments. \$100.00 shock claimer.

Steering Components:

The steering system must remain stock OEM type for make and model of car. May use aluminum tie rod sleeves and heims. Stock OEM Spindels no aftermarket. No, flex spring joints! Racing steering wheels and shaft subject to approval of SGMP official. No steering quicker. Center of steering wheel required to have center pad.

Driveline / Transmission:

Automatic transmission must retain working torque converter. Standard transmissions may be used. Standard transmissions must have all working gears. No multi disc clutches or straight drive hubs allowed. No aftermarket transmission allowed. Use of a scatter shield or a "blanket" on aluminum bell housing required. Minimum 10 1/2 " single disc clutch. Must have working reverse gear. Hydraulic "slave" cylinder with hydraulic pedal allowed. No aluminum flywheels. May run steel aftermarket fly wheel minimum weight of 14 lbs.

Drive Shaft:

The one – piece driveshaft flanges, and u – joints must be made of steel and within the stock OEM dimensions. The drive shaft must be painted white. No aluminum drive shafts.

Drive Shaft Loops: Must have at least (2) 360 – degree drive shaft loops (minimum ¼" thick and 2" wide.) One must be located 6" behind front joint.

Rear Ends:

Stock OEM or 9 inch ford rear ends, floaters ok. Welding the spider gears may lock rear ends. Need to be in stock location from front to rear. Drain plug must be safety wire. May run steel mini spool, No aluminum spool, no quick-change rear ends allowed.

Brake:

The entire brake system must remain stock OEM type within the stock dimensions, steel thickness, location and configuration for that make, model and year of car. Brakes must work on all 4 wheels. Air ducts and after market brake fluid allowed. Master cylinder may be after market. Two master cylinders allowed. May use adjustable proportioning valve. May run stock rear disc brakes. No after market disc brakes.

Wheels:

Any type of automotive steel wheel that has a maximum 8"width is permitted. Heavy-duty wheel studs and lug nuts are mandatory. Must have all studs and lug nuts on all wheels at all times. 1"lug nuts and ½" studs required.

Tires:

Track approved treaded tires. Tire must be consistent in compound. Tires must durometer 55 (hot). Tires extending past body plain must remain in good taste. Decision left up to the SGMP officials. No soaking, chemical treating, cutting, sipping, or altering the tire in any manner allowed. Drivers of cars that have treated or altered tires will forfeit all purse and points for the event and all track points for the year. The driver will also subject to a \$1000.00 fine. In the judgment of SGMP officials, illegal tires will be confiscated. Tires must durometer 55 (hot).

Weight:

Left side weight not to exceed 55%. Weight of the car is defined with a driver in the seat, hand on the steering wheel, helmet on their head and feet on the pedals. Competitors are not permitted to fill the fuel cell with fuel after a race in order to meet the weight minimum (one pound per green flag lap allowed for burn off). 3100lbs. min. with GM 602 Sealed Crate. 3150lbs.min. with .450cam* & 4412 2bbl., 3250lbs.min. with .500cam* & 1850 Holley Carb. *See cam rules and specs.

Mirrors:

Not permitted

Radios:

Radios are allowed must supply track with frequency

Spoilers:

Stock only for the make/model of car. No wings.

Car Number:

All car numbers must be registered with the track prior to providing they have SGMP license.

Doors – Solid, minimum 18" high (not including borders or shadowing), minimum 4" in width. Must be high contrast to body point, borders and/or shadowing.

Roof – Solid minimum 32" high (not including borders or shadowing), minimum 6" width.

Must be high contrast to body paint, borders and/or shadowing. Headlight/taillight – Number must appear, as large as possible, on the covers of the right front headlight. Must be high in contrast to body paint, borders and/or shadowing.

Fire Extinguisher:

Fully charged approved fire extinguishers, with pressure indicators, must be installed within drivers reach. Must be securely fastened with metal straps or brackets. No tape! State law requires 1 fire extinguisher in each pit area, minimum 10 lb.ABC.

Approved helmet, driver suit, gloves and racing shoes are required any time vehicle is on racing surface. Neck restraints optional, but recommended.

Engine Specifications / Rules:

1. 358 cubic inches or less. No stroke or destroke engines. Stock stroke for cubic engine.
2. Crate motor part # 88958602 3100 lbs minimum. Add factory sealed.
3. Vortec motors 3250 lbs minimum. SB Chevy with stock heads 3150 lbs minimum.
4. Factory GM, Ford, Mopar cast iron block with stock diameter lifters.
5. Oil coolers allowed.
6. Wet sump oil pans and pumps only.
7. No vacuum pumps allowed.
8. Balancing permitted.
9. Engine must be from same manufacturer as racecar. (Example: GM to GM, Ford to Ford.)

Pistons:

Forged flat top 2 or 4 valve relief only.

Rods:

1. Stock type I beam only connecting rod for the make engine. (Example: Chevy 5.7 inch, Ford 6 inch, Mopar 6.125).
2. After market rod bolts allowed.
3. No billet, aluminum, or titanium rods.

Crankshaft:

1. Any OEM crankshaft with existing factory forging numbers, for the make of car. 3.480 stroke, Scat/Elgin/Eagle OEM stock cast replacement.
2. No knife edging, or rounded edge.
3. Minimum 49 lbs bare crank without gear.

Harmonic Balancer:

Any harmonic balancer allowed.

Cylinder Heads:

1. Valve size not exceeding 1.94 intakes or 1.5 exhaust diameter. 1.6 exhausts will have 35 lbs weight.
2. Intake and exhaust ports may not be altered. Must remain factory stock including no port matching. No combustion chamber modifications.
3. Factory casting number must remain unaltered.
4. No titanium valves allowed. Stock diameter valve stems only.
5. Any valve spring and retainer permitted.
6. Screw in rocker studs and stud pinning allowed; maximum 7/16".
7. Any steel push rod permitted.
8. Roller Rockers Allowed! See cam rule for ratio.

9. Shaving heads ok, 50 cc minimum chamber.

Intake Manifold:

1. Any dual plane intake manifold. No alterations allowed. No single plane intakes. 1" spacer allowed or adaptor, not both. 1.125 maximum with gaskets.
2. Must retain stock ports.
3. 1 inch carb spacer maximum. 1 1/8 including gaskets.

Camshaft:

1. Any full hydraulic cam only up to a .500 final lift at the valve. No roller, mechanical, or mushroom cam. (example: cam .333 x 1.5 rocker arm = .4995; cam .312 x 1.6 rocker arm = .4992).
2. Stock diameter. Hydraulic lifters, no rollers.
3. Roller Rockers Allowed! See cam rule for ratio.

Timing Gear:

1. Timing chain to gear only.
2. No belt or gear drives allowed.

Fuel Pump:

Stock OEM – type fuel pump only. No electric or belt driven pump.

Water Pump:

Stock mount only.

Ignition:

1. Stock OEM – type ignition only.
2. No magnetos, crank triggers, external boxes, etc.

Exhaust:

1. Collector – type headers allowed. Over the rail headers allowed. No 180 degree or exotic headers will be allowed.
2. Stock cast iron manifolds ok.
3. Exhaust turndowns required.
4. Mufflers optional.

Fuel:

1. Gasoline only as a fuel. If running for points you will be required to buy a minimum of 5 gallons of fuel from the track.
2. No nitrous oxide, alcohol, exotic fuels or additives allowed.
3. Fuel sample may be required after race.

Carburetor:

1. 4412 2 bbl with 1 1/2" adaptor, or Holley 1850 or list number 4160.
2. Must retain choke horn.
3. May remove choke blade and choke assembly.
4. No changing throttles shaft and blades.
5. Bowls must match carburetor listed above.

Optional Equipment:

Engine fan, pulleys, belts, valve covers, air cleaner and radiator may be replaced with any after market item.

Coolant:

1. Water only as coolant. No antifreeze or other water additives. Fine for non-compliance.
2. (No wetter water. Due to damaging the surface on the track.)

Battery:

1. Must be mounted securely in the engine compartment or trunk. No batteries in driver compartment. (1) 12 volt battery only.
2. Batteries need to be in a sealed box.
3. Master kill switch is recommended.

Chassis & Weight:

All specified weight requirements will be with gas, oil, water and driver prior to racing.

1. Maximum allowable left side weight will be 58% percent of the total car weight at all times without fueling.
2. Minimum weight
 - (A) GM Crate #88958604 with ONLY GM upgrades (rocker arms 1.6, valve springs, balancer) NO OTHER WORK PERIOD. 2650lbs min. and 58% max left side.
 - (B) GM Crate #88958604 massaged in any way shape or form. 2750lbs min. and 58% max left side.
 - (C) SGMP built 2bbl motor rules, 2850lbs min. and 58% max left side.
 - (D) Ford Crate # M6007D347, 2750 lbs min. and 58% max left side.
 - (E) No other Motor Combination accepted (No Specs, 9 to 1, or other combination). Above motor rules only.

Added weight must be in block form of no less than five-pound blocks (no pellets). Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. All added weight must be painted white with car number in red or black. Any lost weight will result in a \$10 per pound fine to the driver.

Engine:

General Motors crate engine part number 88958604, Ford crate engines M6007D347. All sealing bolts must remain as installed from factory. Removal of sealing bolts will result in disqualification.

1. Built motor 362 CID, V8 only. Wet or dry sump oiling system permitted.
2. Crate motor that has been touched at all, massaged, ANYTHING.

Block, Cam, Lifters:

1. General Motors, Ford or Chrysler cast iron small block only. Four-bolt mains permitted with steel caps. Plugs may be used in block for strength only; plugs may not be higher than block surface.
2. Solid lift cam and lifter permitted. Roller tappet cams or lifters permitted.
3. Wet, dry or accusump oiling systems and racing oil pans permitted.

Crank, Rods, Pistons:

1. After market steel crank permitted with stock stroke +/- .020". Chevrolet 350 may use a 3.480" stroke steel crank (48 lbs. min.). Ford 302 may use a stroked steel crank, stroke is not specified. Cranks may be balanced and debured.
2. Stock-appearing after market steel or steel billet rods and H" beam rods permitted at any length, no titanium rods permitted. Polishing or machine work not permitted on rods, except for balancing.
3. Flat top pistons only.

Cylinder Heads:

1. Only cast iron, 23° OEM type heads permitted. Angle cut, angle plug, dart type, high compression or 300 H.P. Chevrolet heads allowed. No SB 2 or SB 3 heads permitted.
2. No polishing, porting, or matching of port allowed in any manor.
3. No extra pins in heads. Ford head may be posted with stiffners on intake side of head.
4. O-rings permitted in Ford head or block.

Rocker Arms:

1. Adjustable after-market, roller rocker arms and shaft rocker arms permitted. Polly permitted.
2. 7/16" screw-in studs and guide plates permitted. Studs may be pinned. Stud girdles permitted.
3. Crate Motor may use GM # 12370839 1.6 ratio rocker arms.

Valves:

1. Maximum valve size: Chevrolet and Chrysler intake 2.05"/ exhaust 1.600, Ford intake 2.02" exhaust 1.60. Neck down valves permitted. No titanium valves. Maximum under size .010th.
2. Racing valve job permitted with maximum of 3 angles on valve seat and valve face permitted. No blending valve job to casting in head.
3. High performance springs and retainers permitted.

Intake Manifold:

1. High performance cast-iron and aluminum intake manifolds permitted. Must be SGMP approved.
2. No altering, polishing, porting or matching of ports allowed in any manor. No laser treating or micro holes allowed. Plenum may not be altered and no devices are permitted inside runners.
3. Stuffer permitted in Ford and Chrysler intakes.

Exhaust Manifold:

Any type single flange steel tubular header permitted. Exhaust system must exit behind driver.

Carburetor:

1. General Motors and Ford crate engine – Holly 650 HP 4150-80541 four-barrel. No alterations.
2. Holly 4412 two-barrel number. Built motor.
3. Body of carburetor – no polishing, grinding, or drilling of holes permitted. No paint or any other type of coating other than from carburetor manufacturer allowed inside or outside of carburetor.
4. Choke and choke horn may be removed, but all screws must be permanently sealed.
5. Booster size or shape must not be altered except for center bar may be removed. Height must remain standard.
6. Venturi area must not be altered in any manner. Casting ring must not be removed.
7. Base plate must not be altered in shape or size.
8. Stock butterflies must not be thinned or tapered. One idle hole may be drilled per butterfly. Screw ends may be cut even with shafts, but screw heads must remain unaltered.
9. Throttle shafts must remain standard and cannot be thinned or cut in any manner. No silicone or epoxy allowed on throttle shafts.
10. Any attempt to pull outside air other than down through venturi is not permitted.
11. A minimum of two return springs is required. Throttle stops recommended.

Carburetor Spacer:

1. Only one, one-piece solid carburetor spacer permitted maximum 1" in height, with 1 paper gasket per side not to exceed .065" in thickness. Spacer must have two holes with openings cut perpendicular, matching carburetor base, and no larger than base of carburetor. No taper or beveling permitted.
2. GM Crate Motor spacer maximum height 1" aluminum, open or 4 whole type allowed or VDL Tapered spacer only. Ford Crate will not be allowed to run any spacer.

Air Intake & Filter:

(2-5 apply to only those who chose not to use the Five Star cold Air Box)

1. Air cleaner cannot be removed at any time during competition or practice.
2. Round dry type paper or K & N type element proper part number, maximum 5" in height must be used in air cleaner at all times. Element may not be sprayed or soaked with any type of chemicals or liquids. All air shall be filtered through element. Air cleaner housing must be of metal type. Top of air cleaner must be solid, no holes. It will be permitted to shield the front area of the air cleaner up to a maximum of one-half the air cleaner's diameter and not wider than the height of the air cleaner filter. Top and bottom of the air cleaner housing must be the same diameter. A maximum of a 1" lip from the air cleaner to the top and bottom edges of the air cleaner housing is permitted. Nothing may direct or control the flow of air inside the air cleaner housing except the air cleaner element.
3. Cowl induction, air ducts or baffles will not be permitted on or leading to the air cleaner. An opening 2" x 20" may be cut in the hood behind the carburetor with the back edge either meeting or a maximum of 1" from the windshield. A fresh air deflector will be permitted and must be placed at the center of the leading edge of the windshield directly under the hood opening. The fresh air deflector must be made of aluminum and measure a maximum of 2" down and 2" foreword by 20" in width with square bends and no radius or airflow devices, end caps permitted no larger than 2" x 2".
4. Only complete ABC bodied cars will be permitted to use a Five Star cold air box, which must have all proper part numbers as well as the Five Star sticker.
5. No sheet metal heat shields or any other type of hot air deflection device or airflow deflection device allowed past the backside of the radiator or in engine compartment.

Engine Placement:

1. Measured from the center of # 1 spark plug hole to the center of the top ball joint with in 1/4" tolerance. Chevrolet -4", Ford 302 and 351 -4".
2. Engine must be in center of frame with 1" tolerance.
3. Center of crankshaft to ground clearance 10" with 1/4 tolerance.

Transmission:

Must have OEM factory-type transmission with at least two forward and one reverse working gears. Jerico type transmissions permitted.

Clutch:

1. Multiple disc clutches with steel floaters and pressure plates permitted, minimum 5 1/2 " in diameter. No carbon fiber or fiberglass disc.
2. Clutch housing assembly or cover may be made of steel or aluminum.

Spindles:

Aftermarket, homemade and \hat{A} 3/4 -ton spindles permitted. Must be steel only.

Brakes:

1. Front and rear disc brakes mandatory. Any caliper permitted.

2. Only cast steel rotors permitted. Rotors must maintain a minimum of $\frac{3}{4}$ " thickness and cannot be drilled or slotted completely through.
3. No carbon fiber, fiberglass or titanium brake parts allowed.

Brake Cooling:

1. A maximum of one scoop per wheel with the opening on the front air dam fully covered with screen and no larger than 3" x 8" , mounted on the inside of the front air dam. Maximum two hoses per brake, with a maximum 3" flexible hose to the brake.
2. Fans or blowers in the brake cooling system not permitted.
3. Brake fluid circulators permitted. Liquid or gas cooling not permitted.

Ignition:

1. Breaker less, or dual point systems permitted. Ignition booster, racing coils or high performance ignition wires permitted. No magnetos or crank trigger ignition systems.
2. Alternators permitted.
3. One battery permitted. Maximum 16 volt and mounted securely outside of drivers compartment.
4. All wiring must be sealed. No unplugged wiring.
5. All ignition components (Coil & MSD type systems only) must be mounted on dash area in plain view.
6. No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate disqualification and suspension from future racing events.
7. Crate Motors Mandatory 6700 – RPM Rev Chip limiter. Rev chip limiter must be in working order.

Wheels:

1. Racing steel wheels only, maximum rim width 10".
2. Air bleeders permitted.
3. NO BLOWERS OR HOSES WILL BE ALLOWED TO BLOW AIR ON TIRE OR WHEEL.

Tires:

1. SGMP tire only. No soaking or altering of tire in any manor allowed. Drivers soaking or altering tires will forfeit all purse and point for the event and all track points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete. Any illegal tire will be confiscated. Tires must be Durometer 48 (hot).
2. Maximum tread width allowed is 65 $\frac{1}{2}$ " +/- $\frac{1}{2}$ ". Tread width is measured from the left center of tire to the right center of tire. Spacers permitted.

Shocks:

Racing shocks permitted. One shock per wheel. External canister add 50 lbs. \$750.00 shock claim. Per shock.

Rear Ends:

1. Quick change and open tube rear ends permitted.
2. No Independent rear suspension or cambered rear ends permitted.
3. Damper shocks permitted.
4. No aluminum tubes.

Fuel System / Cell:

1. Manual, block mounted stock type fuel pumps only. No electric fuel pumps.
2. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment. No cooling of fuel cell or fuel system.

3. Fuel cell mandatory, maximum capacity 22 gallons, vented with maximum 1" vent to outside left rear of body.
4. Fuel cell must have a minimum of two, made of 1" square tubing, protection braces wrapping around fuel cell from front, underneath and to back of cell and rear protection bar of 1.75" tubing extending below the rear of frame and at least ½" below the bottom of fuel cell to cover the width of the fuel cell. Minimum ground-to-fuel cell 8".

Starter:

Car must start under its own power. After-market starters permitted.

Cooling Systems:

1. Aluminum water pumps, radiators and electric fans permitted.
2. All cars must have catch can or hose to exit at windshield.
3. Water only must be used in cooling system.

Springs:

Coil over or bucket type springs permitted. One spring per wheel.

Body:

Refer to 2008 ABC Rulebook for all body rules.

The car must be acceptable to SGMP officials at all times. All body parts must have a minimum of 4' at all times with fuel, oil, and water, without driver. No car will be allowed to start a race with out a full body. Use of headlight and taillight decals recommended.

Interior:

1. Car interior must be complete and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24- gauge metal and fully seal driver from engine compartment.
2. Car may have an installed dash panel with optional gauges. No digital gauges permitted. – No in-car timing devices during competition.
3. ON-OFF switch must be located on dash within easy access of driver as well as access from outside left window opening. ON-OFF positions must be clearly marked.
4. Quick release steering wheel is mandatory. Center top section steering post must be padded with at least 2" of padding material.
5. All roll bars surrounding driver must be padded.
6. A window net must be installed in the left side door glass opening. The window net must be a rib type, made from material with a minimum 1" square opening between ribs. The minimum window net size shall be 22" wide by 16" high. All window net s must have quick release mechanism and be welded to roll cage. The window net, when in the closed position, must fit tight when secured.
7. Rear view mirror permitted inside of car only.

Frames:

1. Straight rail, perimeter and OEM front clip frames permitted.
2. No chassis adjustments from inside car except for brakes.
3. Frame and roll cage, including weight box, must be inside of left front and left rear tires.
4. Minimum ground clearance at all times with fuel, oil, and water, with out driver, is 4".

Wheel Base:

1. Wheelbase must be in stock position and within 1" from side to side.
2. Wheel base minimum 101".

Roll Cage:

1. SGMP officials must approve roll cage designs. Round steel tubing, 1 3/4" OD round tubing by .090" minimum wall thickness must be used to construct roll cage. Roll cage should be box type with a cross support in the back and a minimum 9" upright support at the left front support.
2. Left door must have four bars and must have 1/16" minimum steel plate on all door bars.

Drive Shaft:

1. Steel or aluminum drive shaft only Min. 3". Drive shaft must be painted white.
2. Minimum one 360 degree loops, 1" x 1/8" steel.

Sway Bars:

The main body of the front sway bar must be made of steel and may be splined for attaching to the main body. Helm joints may be used for attaching the way bar arms to the lower control arms.

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Cars:

Any American made, 1970 or newer with factory production complete parallel frame, rear wheel drive only. Minimum wheelbase 108" plus or minus 1/2 both sides. Track width 78" maximum C/C.

Body:

1. Body panels may be constructed of fiberglass, aluminum or steel. No slab bodies. Body may not extend any further forward than rear of engine block. Rear of body must be enclosed completely with a panel of at least 8 inches tall. Must use steel or fiberglass full-size roof, be stock in appearance, stock appearing front windshield, and rear window supports. Painted roll cage bars will not be accepted as supports.
2. Original roofline of car must be maintained with a maximum of 4 inches drop rear to front.
3. Must have full front LEXAN windshield. Side and rear windows allowed. Driver and passenger side windows must have a minimum of 12 inches vertical opening and 24 inches horizontal opening.
4. Spoiler, one only, maximum 5" x 60" attached to rear most 5 inches of deck lid. No forward bracing other than 2 single wires. No other spoiler, wings, side wings or ground effects allowed on or under car. No exceptions.
5. All cars must have neat and complete paint job with car numbers (no letters or 3 digit numbers) on roof (25" tall), doors (18" tall), rear panel, and right upper windshield.
6. Firewalls and floorboards are mandatory. Driver's compartment must be completely sealed from engine and fuel cell areas.
7. Driver's door must remain in place at all times.
8. Minimum ground clearance 4 inches, body and chassis.
9. No adjusting devices, except for brake bias, allowed in drivers compartment or within drivers reach.
10. Nose piece not allowed past front bumper.
11. Nerf bars not to exceed outside of tires.
12. All bracing for quarter panels cannot be wider than 1 inch.

Roll Cage:

1. Must be frame mounted in at least 6 places. Must consist of continuous hoops not less than 1.75" O.D. with minimum wall thickness of at least .095", low carbon, mild steel tubing. Configuration will include front and rear hoops connected by tubing on the sides or side hoops. Driver's head must not protrude above cage with helmet on and strapped in seat. Must have minimum of 1 cross bar in top halo of roll cage.
2. Feet protection bar is mandatory. Bar across rear of engine with vertical bars and rub rails, or similar protection required.
3. NO brace bars forward of main cage may be higher than hood height.
4. Driver's door bars must be parallel with the ground as possible and be perpendicular to the driver to provide maximum protection for the driver, but without causing difficulty in getting in or out of car. The sidebars must be welded to the front and rear of main member. Minimum of 4 horizontal bars on driver's side.
5. All points where 2 or more bars connect must be gusseted.
6. All bars around driver must be padded.

Chassis & Suspension:

1. Frame: Factory production full frame only, 1960 or newer parallel American passenger car only. No sports cars, front wheel drive. Tubular replacement front clip allowed with stock OEM steering components and suspension pivot points (-.5 LS). Frame may be cut in the rear at a point no further than 36 inches from center of rear end housing. It may not be widened or narrowed and must be capable of supporting the roll cage on both sides. Rear of frame may be altered to accept leaf or coil springs. Steering rack allowed plus 25 lbs. In front of flywheel. Front cross member may be notched for radiator clearance only. Minimum frame clearance 4 inches under entire car.
2. Bumpers: must have one on front and rear. Aluminum I-beam bumpers allowed with rounded corners – NO sharp edges. Steel bumpers must be constructed of minimum 1 1/4 " O.D. tubing only and must not have any sharp edges. Center of bumpers (front and rear) must be 18 inches (+/-2") from ground. Front bumper must be mounted at end of frame with lower loop parallel to the ground. Rear bumper must protect fuel cell and not extend beyond the width of rear tires. All bumpers must be capable of supporting car if lifted by a wrecker. Nerf bars are mandatory.
3. Front suspension and steering parts must be OEM DESIGN., and not altered. Heim joint on end of tie rod optional for bump steer. Stock passenger car spindles, hubs and rotors only, no fabricated spindles. Rotors may be re-drilled for larger studs or different lug pattern. Rotors cannot be lighted or drilled. Lower A-frames may not be altered or relocated. Tubular upper A-frames allowed. Mounting of upper A- frame optional. NO aluminum suspension parts.
4. Shocks: No coil over type anywhere on car. One shock per wheel only, Additional shocks in other locations allowed. Shock claim 175.00. Shocks may not cost more than \$175.00 must be steel shocks.
5. Springs: All coil springs must be a minimum of 4 1/2" O.D. Wedge bolts on coils o.k. No fiberglass springs allowed. Leaf springs and mounting optional. No rear torsion bars allowed. No hydraulic, ratchet or electric weight jacks allowed anywhere in or on the car.
6. Rear suspension: No aluminum components allowed except for lowering blocks.

Brakes:

1. Brakes must lock up all 4 wheels during post inspection
2. Front brakes must consist of OEM components. Rear brakes may consist of aftermarket components. Single piston only, Howe stock appearing o.k
3. Front calipers must be steel.
4. Front rotors may be re-drilled for larger studs or different lug pattern, but may not be lighted or drilled.

Drive Train:

1. Driveshaft must be painted white and have car number on it. Must have safety loop within 8 inches of front universal joint. No aluminum driveshaft is allowed.
2. Transmission must be stock OEM production type with forward, neutral and reverse. NO JERICO OR BERT TYPE TRANSMISSIONS. NO STRAIGHT CUT GEARS.
3. Clutch: Optional. Must be in working order. Aluminum bell housing approved with multi- disc clutch. All other clutches must use scatter shield. No Ram Couplers allowed.

Rear End:

1. Any passenger type rear end may be used. No aluminum allowed except lower blocks, axle cap, drive plate and as indicated.
2. Quick change rear end allowed. Center section and side bells may be aluminum Axles and axle tubes must be steel.
3. Approved spring mounted third link allowed.
4. Aluminum hubs allowed.
5. No cambered rear-ends.

Wheels & Tires:

1. Steel 8" racing type wheels only. Wheel adapters must be steel only.
2. Track approved tires only.
3. No tire softener allowed. Tires must durometer 55 (HOT)
4. Maximum width (front and rear) must not exceed 78 inches from center to center.

Fuel:

1. Only SGMP approved racing gasoline allowed. No additives of any kind.
2. Racing fuel cell required. Must be mounted 4 inches ahead of rear bumper and no part of cell may be lower than protection bar. Cell must have protection bar at rear no wider than 6 inches on both sides. Minimum ground clearance of cell 10 inches. Must have 3 straps on bottom, side and top consisting of ½ inch square tubing or 2-inch flat metal.

Engine:

1. OEM V-8 engine only.
2. Rear of all engines (bell housing mounting surface) must be at least 72 inches forward from centerline or rear axle. Engine offset must be no more than 2 inches from centerline of front cross member. Minimum engine height 11 inches measure from center of crankshaft to the ground.
3. Engine must be self-starting.
4. No dry sump oiling systems. (No external oil pumps.)

Open Engine Rules:

1. Open Engine: 2700lbs. min., 56% LS max.

Optional Engine Rules:

1. Option Engine Weight: 2500lbs., 57% LS max.
1. Engines: Engine Size maximum 362 cubic inches. Flat top piston only. Piston cannot stick out above deck height. Floating wrist pins allowed. GM PISTONS: 2256 TRW;

- TRW 2256LW; TRW 2256F; TRW L2403; 2363A SEAL PRO; 2244P SEAL PRO. FORD PISTONS: 2395-P SEAL PRO; 2289 SEAL PRO; TRW 2246F; TRW 2378F; TRW L2242.
2. Camshafts, flat tappet only. Lifters, stock size for block being used. Maximum 450 lift at the valve, zero lashes. Roller rockers allowed. Shaft rockers allowed. Maximum compression 10.5 to 1 ratio. No exceptions.
 3. Heads: A. No Vortec heads. B. No angle plug heads. C. Guide plates allowed. D. Screw in studs allowed. E. Stud girdles allowed. F. Approved Heads: Stock OEM cast iron or any 23-degree head cast, no porting, polishing, or gasket matching.
 - GM – Cast iron 72 cc minimum: optional. Dart # 10024360 World products # 043640
 - Ford – may use 351 heads
 - Mopar – Magnum R/T or stock only.

Valve size:

1. GM – 1.94 intake and 1.5 exhaust.
2. Ford – 1.94 intake and 1.654 exhaust.
3. Mopar – 1.92 intake and 1.625 exhaust.
4. Valve Springs not to exceed 1.50 O.K.
5. Intake manifold optional – no more than 4 ½-inch plenum

Crankshaft:

1. Must be stock stroke for engine used. Plus or minus .010.
2. Minimum weight = 49 lbs. No tolerance.
3. No knife edging or cutting of counter weights.
 - GM 350 – 3.480
 - Ford 351 – 3.50
 - Mopar 340 – 3.310
 - Mopar 360 – 3.310

Rods:

1. Rods must be stock steel for block used. Any stock replacement, I beam Rod, Stock length.
2. No billet, titanium or aluminum rods.
3. No profiling of rods.
4. No polishing beams.
5. No removing of part numbers.
6. Stock replacement rods allowed.
 - GM –Eagle SIR5700 or Crower SP1205
 - Ford – Stock or stock replacement for engine used.
 - Mopar – Stock or stock replacement for engine used.

Crate Engine:

1. GM Sealed Crate # 88958602: weight 2500lbs. min., 57% LS max.

Carburetor:

Carburetor shall be a stock unmodified Holley Model No. 4779, 750cfm, 4-barrel carburetor maximum. Choke plate and linkage may be removed. Jets and power valve may be changed. Idle holes may be drilled in butterflies. No other modification allowed. NONE. May run H.P. 750cfm Holley. (May have adapter not to exceed 1 1/2"). Two gaskets not to exceed .125 inch each.

IGNITION: Distributor, stock OEM HEI, MSP ignition allowed, no magnetos, no crank triggers.

COOLANT: Water only as coolant. No Antifreeze, no water additives, not wetter better.

BATTERY: Must be securely mounted. No batteries in driver compartment. (1) 12 volt battery only. Master kill switch is required.

EXHAUST: Any type steel headers. Must have turndowns.

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Changes Made In The Rules 2009