

**IN 2010 ALL DIVISIONS MUST HAVE A Raceceiver RADIO SYSTEM ONLY!
NO EXCEPTIONS!**

RACEceivers may be purchased by calling Hall Electronics at 614-402-6227

The Rules and/or regulations set forth herein are designed to provide for orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the conditions of all Kil-Kare Speedway events, and by participating in these events, all participants, guests, race members and staff are deemed to have complied with these rules. No express or implied warrantee of safety shall result from publication of, enforcement or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. Interpretation of or deviation from the rules is left to the discretion of the officials.

CONDUCT

The race driver shall be the sole spokesman for his car owner and pit crew in any and all matters pertaining to an event. At all events and functions the driver assumes responsibility for the actions of his crew. Any fighting or reckless driving may result in suspension of the offender depending on the seriousness of the incident. Continuing problems from the same offender may result in permanent suspension. The NASCAR rulebook may dictate fines and or penalties. Kil-Kare Speedway will not tolerate profanity, discourteous gestures or conduct in front of fans or race officials. Penalties and fines for violation of the rules and/or regulations set forth in this publication may be implemented per the NASCAR rulebook to all participants (NASCAR members & non-members) at the discretion of the officials. The possession, consumption or distribution of ANY controlled substance on speedway property, including parking areas is strictly prohibited. Possession or consumption of any alcoholic beverage is prohibited in the pit area. NASCAR procedures will be used to deal with all participants as it relates to alleged use, distribution or possession of drugs, narcotics or alcohol.

FIGHTING WILL NOT BE TOLERATED ON SPEEDWAY PROPERTY.

The promoter reserves the right to enforce, update or cancel any of these rules stated herein for the betterment of racing.

BENEFITS AND INSURANCE

The speedway assumes no responsibility for damage to, or loss of your equipment, vehicle or any cars. Minors must obtain the proper release forms. These forms must be completed in advance and include the signature of parent or guardian. Everyone should familiarize themselves of the insurance benefits along with the waiver and release signed at every event. Participant insurance coverage's will be coordinated with any other insurance. If you have other insurance, it will be required to contribute in case of injury.

PARTICIPANT BENEFITS

Participants are urged to contact the speedway office at any time during the week to discuss any aspect of insurance. Also, if you have any questions about the waiver and release you sign at the pit gate contact the speedway.

LIABILITY INSURANCE

Kil-Kare Speedway carries liability insurance covering the track, car owner, driver and sponsors. Certificates are available at the speedway office.

PIT DRESS CODE

Proper attire is required to gain entry to the pits during Friday night racing. Dress code will be pursuant to the NASCAR All-American Series Rulebook. Shirts with sleeves, pants, and closed toed shoes required for pit entry.

CLAIM/INJURY INFORMATION

In the event of an injury advise the speedway officials immediately so that the necessary reporting can be accomplished. NO CLAIMS will be considered unless reported prior to leaving the speedway property that day. If the injured person is physically unable to do so, your crew must do it for them.

PREVAILING POLICY

Race Officials will resolve any Disagreement over technical questions or track operation. THEIR DECISIONS ARE FINAL. Speedway management will determine the length, frequency and administration of all events. Exceptions to the rules and specifications may be made on a temporary basis at the discretion of the officials. The management and officials will determine all finishing positions. Their decision is final. DUMPING ANY OIL, GAS OR ANY OTHER CONTAMINANT ONTO THE GROUND IS STRICTLY PROHIBITED. DO NOT LEAVE DISCARDED TIRES IN THE PIT AREA.

RACE TRACK OPERATING PROCEDURE

Only race officials and race cars are permitted on the racing surface. Drivers must seek a place of safety following disablement of their race car. The driver is permitted to examine damage to his race car at the scene of the accident ONLY. Pit crews are not allowed on the racing surface. The track may be used for practice on Thursday evenings from 5:00PM to 9:00PM. There is a nominal charge. Any vehicle whose speed has been reduced to a point where it has become a safety problem will be disqualified. When the caution is displayed you should be aware of the car number in front of you. Line-ups will be displayed only if absolutely necessary. No driver may get out of his car on the track to argue or discuss the race with officials. You must attempt to start your heat or dash event

to retain your regular feature starting position. In case of mechanical problems you must consult an official. All driver changes must be reported to an official prior to the start of an event. If a car starts a race with a driver other than the person that qualified it, it must start on the tail. If you return to the pits at any time, you cannot re-enter the track under green flag conditions unless so directed by the pit-gate flagman. If you re-enter under yellow or red you must start at the tail.

PAY-OFF PROCEDURES

The starting driver earns all points and monetary awards. THE DRIVER MUST PICK UP HIS OWN MONEY at the Scale House. The driver must show proper identification and provide his Social Security number when claiming any earnings.

Timing and Scoring Procedures

Kil-Kare utilizes transponders for timing and scoring purposes. All cars must have a transponder on the car prior to entering the racing surface for practice, heats, and features. Drivers will be issued a Transponder license at the beginning of the year. Please bring your Transponder license to the scale house for check in once you arrive at the racetrack. Any car entering the racing surface without a transponder is subject to immediate black flag. Transponder are the driver responsibility, drivers will be held responsible for any damages incurred to the transponder that they are designed. Failing to return a transponder at the end of the night may result penalties the following week. Transponders **MUST** be attached on the right rear axel tube of all cars, **NO EXCEPTIONS!** Any improper placement may result in further penalties.

Radio Rule.

Drivers who use prescribed hearing devices only may upgrade their raceceivers to scanners, but must be mounted outside of the reach of the drivers. All drivers must clear with the competition director and/or tech officials.

2010 LATE MODEL SPECIFICATIONS

1) **Competeing Models** - All cars must maintain a minimum wheelbase of 105".

2) **BODY** - Any American made BODY with a factory (stock) wheelbase of 105" maybe used.
(No Camaros, Firebirds or Mustangs) Legal template style bodies are limited to the following:

1997 - 2005 Monte Carlo 1994 - 1999 Chevrolet Lumina
1999 - 2005 Ford Taurus 1995 - 1999 Ford Thunderbird
1995 - 2005 Pontiac Grand Prix 1997 - 1999 Buick Regal
1994 - 1999 Oldsmobile Cutlass 2001 - 2005 Dodge Intrepid
1997 - 2000 Dodge Avenger

Body must be stock appearing. Cars must have complete and unaltered asphalt-style template nose piece (sides of nose piece must remain intact back to wheel opening), rear bumper cover and template roof, roof pillar, windshield and rear window. Body parts must be securely attached. Kil-Kare will be adopting ABC body rules in the future. Body dimensions must fall within the following dimensions:

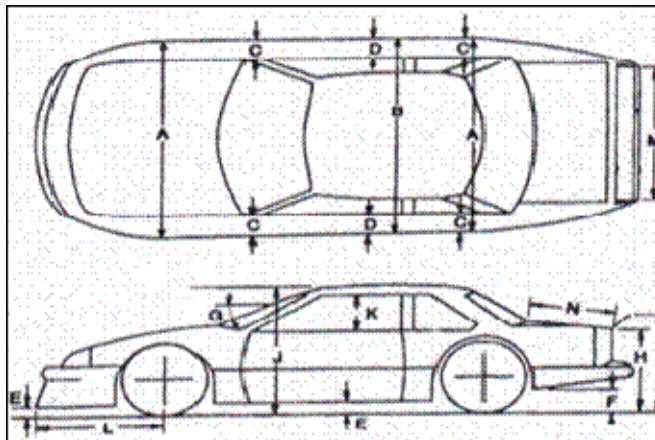
NOTE: A 10" by 20" portion of each front fender must be set aside for NASCAR contingency sponsor decals.

DESCRIPTION OF MEASUREMENT

DIMENSION

- A) Width of body at front & rear tires
- B) Width of body at door skins
- C) Flat spot on top of body at front windshield and rear window post
- D) Flat spot on top of doors
- E) Ground clearance of nose-piece & between tires (wet, with driver)
- F) Ground clearance immediately behind rear tires (See "FENDERS" rule below)
- G) Angle that front windshield to ground plane
- H) Height of back of rear quarter-panels to ground
- I) Height of top of rear spoiler to ground
- J) Height of roof to ground plane (Measured 10" behind front of roof)
- K) Side window vertical opening
- L) Center of front hub to front nose-piece/spoiler
- M) Width of rear deck-lid spoiler
- N) Rear window to base of spoiler

- max 79 1/2"
- max 79 1/2"
- max 3 1/2"
- max 3 1/2"
- min 4"
- min 11"
- min 25 degrees
- max 35"
- max 41"
- min 45"
- min 15"
- max 46"
- max 60"
- max 23 1/4"



Front Fender Angle

Top Ledge on Body 1 1/2" Roll Min.



2a) REAR SPOILER - Must be made of a single piece of see-through material with a maximum width of 60". A maximum 6" spoiler is allowable. No spill boards or verticals allowed. No air ducts or dams permitted under car. Spoiler may be mounted no more than 45" behind center of rear axle. Spoiler may be braced from the front or rear. No more than three front braces are permitted and must be round tubing of a maximum diameter of 3/4". Rear bracing must be inset a minimum of 3" from end of spoiler. Rear facing lips of no more than 1" will be permitted.

2b) REAR BUMPER COVER - Cars MUST use a complete, unaltered stock or aftermarket bumper cover. Rear quarter panels must follow contour of bumper cover.

DOORS - Door edges must have at least a 1 1/2" radius. No 90-degree breaks or "knife-edging". Cars without left front door may not compete.

2c) DECK-LID - Top surface of deck-lid must not be dished. No area of deck-lid may be lower than the top of the quarter-panels.

2d) FENDERS - A minimum of 1 1/2" radius is required on top of fenders. No 90-degree breaks or "knife-edging" permitted. Rear fender flap immediately behind rear tire MUST GRADUALLY angle up from a minimum 10" ground clearance to bottom edge of rear Bumper Cover. Width of rear fenders MUST GRADUALLY TAPER from rear tires to back of quarter-panels. (No straight quarters with an abrupt kick-in just before rear spoiler) Hood must cover air cleaner and carburetor. No forward facing hood scopes. Rear window matching body style is required. Front fenders and hood must maintain stock contour. No wedge fenders or hoods.

2e) RUB RAILS - Rub rails are permitted between wheels and must be no more than 1" by 1". They should be welded or bolted to body or door bars. No sharp edges. Side jack points may not protrude outside body.

CARS THAT VARY TOO RADICALLY (in the opinion of track officials) FROM STOCK WILL NOT BE PERMITTED TO COMPETE.

3) WINDSHIELD/WINDOWS - Lexan front windshield, rear glass and rear quarter windows (at least 1/8" thick) are required. A minimum side window opening of 16" vertical will be permitted. No Driver or Passenger windows are permitted other than wing vents extending no further back than the rear-most part of windshield. Rear edge of vents must be perpendicular down to door ledge. No interior ducting may be used or attached to "B" pillar.

4) SUSPENSION - All suspensions must conform to the following: Front spindles may be replaced with heavy-duty after-market units. Shocks may be replaced or relocated. Shock absorbers will be limited to steel bodied units without external reservoirs. No external adjustments or click shocks permitted. Springs are limited to 5" or 5.5" diameter O.E.M. style. Wedge bolts are permitted. Rear axle radius rods may be replaced and/or relocated. Rubber bushings are permitted (no spring actuated torque arms/traction bars permitted). Rack and pinion steering is permitted. Maximum track width measured outside to outside of tire is 80" at spindle height.

(STOCK FRONT CLIP OPTION) Coil-over/slider suspension systems permitted. Front lower A-Frames/Struts must be an O.E.M. (original equipment manufacture) unit. These units may be altered in length but maintain original profile and original suspension mounting points.

Suspension bushings may be replaced with aftermarket components. Bottom of springs must have "pigtail" end resting on O.E.M. A-frame/strut using stock locating pocket. Front upper control arm mounting brackets may be replaced and/or relocated. Upper A-frames may be tubular after-market type.

5) BUMPERS - Bumpers should resemble contour of stock unit. Crash bars may be no wider than the frame horns and must be under nosepiece. An external tow hook capable of supporting the weight of the car recommended.

6) FRAME - (STOCK FRONT CLIP OPTION) American-Manufactured Factory (Stock) Frame Clip must extend from in front of the front A-frames to 24" behind center of front hubs. Front cross members and lower strut/A-frame mounting points must be stock for frame clip used.

(FABRICATED FRAME OPTION) Fabricated Front Clip Chassis will be permitted. (See weight Rule #10) 4" Frame Height Min.

7) ROLL CAGES - Full cage required, with four uprights at least 1.625" O.D. with .095" thickness- welded to main frame rails. Top of cage should form a box and follow the contour of the windshield in front and rear. Three door bars are required on driver side and two on

passenger side. Door bars must run between front and rear roll cage posts and may not be inside frame rails. Gussets should be used where possible. Bars around driver must be padded. SFI spec 45.1 padding is required. Cages must be approved.

8) INTERIOR - All cars must have complete firewall, front and rear. Stock interior may be replaced. Front firewall extending from the left side frame rail to the middle of the interior floorboard is required. It must extend under the driver including the foot pedal area and rear firewall directly behind the driver and must be at least 20-gauge steel. The remaining interior may be aluminum (.025" min.). Interior sheet metal beside driver must run no higher than from the seat cushion at an angle to the bottom of the window opening. Racing seat required, bolted/welded to chassis.

9) FUEL CELL - Maximum 22 gallon SFI approved commercial type fuel cell bladder with foam insert required. Cell must be mounted in trunk area, between frame rails, with bottom of cell no lower than the bottom of the rear end center section. Cells must be secured by a frame work using a minimum of 1" square tubing. Rear protective bars strongly suggested.

10) WEIGHT - Cars must weigh a minimum of **2,800 lbs**, wet with driver. Weight must be securely bolted, or welded to chassis. Left side weight is not to exceed 58% after race. All stock front clip cars receive 50 lbs. weight break.

11) ENGINE - Any displacement factory produced engine with cast iron block and cast iron or aluminum heads permitted. Engine, chassis and body manufacturer need not match. All engines must be mounted such that the forward most spark plug is even with, or in front of a line connecting the top two ball-joints. Centerline of Crankshaft must be a minimum of 10 1/2" to ground plane. Carburetion limited to one US manufactured 4 barrel. Any stock or after-market replacement for stock distributor may be used. Magneto and/or multiple coil type ignition systems are not permitted. Ignition control boxes (MSD boxes) must be mounted in clear view and out of driver's reach while in seat. Ignition switch should have "on-off" positions marked and within reach of the driver. Dry sumps permitted.

12) EXHAUST SYSTEM - Must be safe and meet approval. MUFFLING DEVICES ARE MANDATORY. Exhaust pipes may not pass through the driver's compartment. Exhaust pipes must exit below and behind the driver with turndowns. Exhaust may not pass through body panels. Noise levels will be monitored with a decibel meter and violators may be fined or disqualified.

13) STARTERS/BATTERIES - All cars must have working starter and battery. All batteries must be securely mounted & covered.

14) FUEL LINES - Fuel lines must be securely mounted and protected. Fuel lines running through the driver's compartment must be "Aeroquip" steel braided or equivalent. No electric fuel pumps permitted.

15) FUEL - Only straight gasoline or racing fuel is permitted. No nitro or alcohol.

16) DRIVE TRAINS - Transmissions must have a minimum of two forward and reverse gears. All cars with a manual transmission must have a working, spring-actuated clutch. No hand clutches. Drive shafts must have at least one 360-degree safety strap/loop directly behind front universal joint. Quick change rear ends are permitted. Floater rear ends required.

17) WHEELS/BRAKES - Maximum 10" wheel width permitted. All wheels must be steel-racing type. Wheel lugs must be 5/8" min. Brakes must be in good working order on all four corners. Front and rear hubs may be replaced with heavy-duty after-market hubs. Any non-mechanical traction control device intended to limit wheel slip is prohibited. No wiring of any kind permitted to front suspension.

18) SAFETY EQUIPMENT - All drivers must be protected at all times with Nomex SFI 3.2 A/5 fire suit, seat belts, shoulder harness, headrest, and helmet with a 2000 or later Snell sticker. SFI 3.3/5 gloves, SFI 3.3/5 driving shoes and fire resistant underwear are highly recommended. Shoulder and head restraints as part of the racing seat are highly recommended. Seat belts and harness are required to be a five point system with lower crouch belt (six point systems are recommended). Mounting attachment bar for shoulder harness must be at shoulder height of the driver and harness should not bend or change direction as it goes through the seat. Belt systems must be a minimum of 3" SFI approved units, dated no older than 3 years. All cars must have a web style window net on the left side window opening with a seat belt latch mechanism on the top front corner. No cord or rope type nets. Fire extinguisher of B or C dry powder type or equivalent must be in every car and be easily accessible to both driver and right side window. A quick release mount is mandatory. Each car should have a fully charged 10 to 13 pound B and C type fire extinguisher in it's' pit area.

19) TIRES - Only KKS approved Hoosier 980 Tires allowed. No tire soaking or dressing. In an effort to cut consumption and/or tire cost, officials reserve the right to establish tire rules, policies or procedures as determined beneficial. No recaps, No altering of sidewalls. Only one new tire per car per night, may be purchased. Tires must be purchased, branded, and logged at the Kil-Kare Speedway for competition.

20) RADIATORS - Must be mounted in front of the engine and have an overflow tank of no less than 2 quart capacity or have the overflow hose directed up onto the windshield. Radiator mounting must not alter sheet metal. No Glycol based Antifreeze coolant permitted.

21) MIRRORS/RADIOS - Mirrors and 2-way radios are NOT permitted in the car. Use of a scanner type receiver for communication from track officials to drivers is Recommended. Scanners may not be programmed to any frequency other than KKS mandated frequency. Scanners must be in full view, mounted toward the center of the interior. Race Receivers will be mandatory in 2010.

22) PAINTING - Must be presentable. Numbers must be at least 18" tall on both doors and 4" in upper right hand corner of windshield. Car owners must register for number, with seniority prevailing. Cars MUST display their car number in 4" or more numerals on the rear filler/bumper cover.

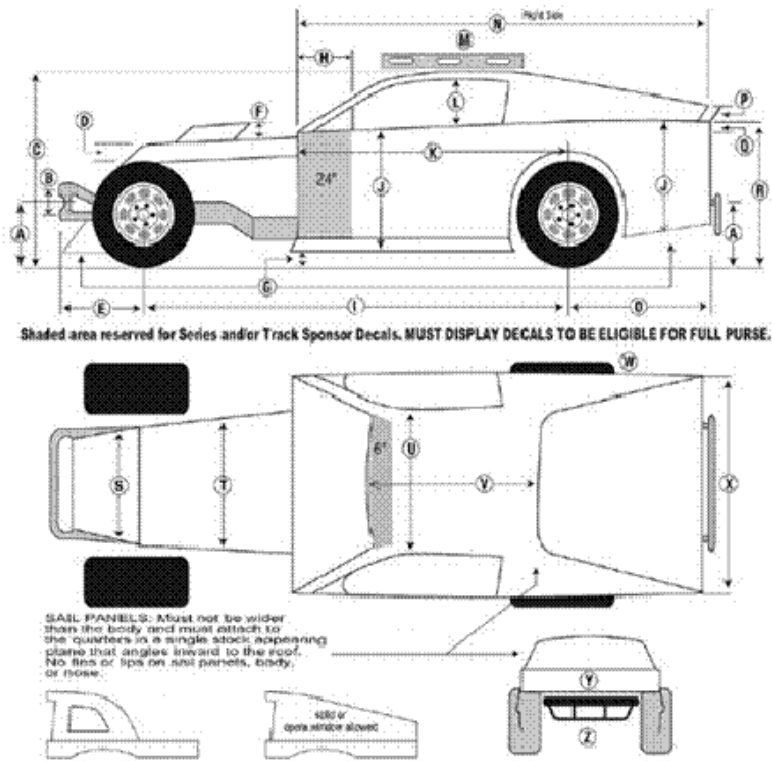
23) INSPECTION - Inspection of all cars will be subject to official approval. Workmanship and appearance will be a determining factor in whether officials permit cars to enter competition. Upon cars first appearance of season, it may be permitted to compete ONE NIGHT provided minor constructional variances from the rules do not, in the opinion of the officials, vary drastically from the rules. Officials ARE NOT obligated to any grace period on rule infractions at any time. Officials' decisions are final. There will be an initial registration fee of \$20, which will reserve exclusive rights to a number for the season. If a purchased number goes unused, it may be sold to someone else. In that event, there will be no refund of fees.

2010 KIL-KARE MODIFIED SPECIFICATIONS

1) Competing Models-This division limited to 1970 to present American made vehicles with parallel frames. All cars must maintain a minimum wheelbase of 108".

2) BODY: (See Diagram) must be same width, front to rear, and parallel to the OEM frame. Engine compartment must remain open on both sides. Hood must be enclosed at rear. No panel in front of right door to engine compartment. No inner panels. Must have front windshield support and rear window support posts. Driver and passenger side windows must have at least 12 inch opening (*height and width*), measured at center of window, between lowest point at top of window, whether roof or roll cage, and the highest point at bottom of window, whether interior or body. May use Lexan in sail panels. No full windshields. Roofs must be fiberglass or aluminum (*no carbon fiber*) full size, rounded and stock appearing (*No flat roofs*). Must run full upper and lower nose. No plastic body parts. **Exception:** Howe part #'s 622 & 624 are the only approved plastic body parts. No wings or aero dynamic devices inside or outside the car. Outside of tires must be the widest part of car. Quarter panels and B/C pillars must be 2 distinct pieces. Oil coolers/radiator must not protrude above interior or outside of body. **(Spoiler:)** A 4 inch by 66 inch spoiler 45 degrees to the deck is allowed, with all braces to the rear of the spoiler. (*Amended 12/01/2010*) Spoiler must be 1 piece **** (Amended 6/27/08) Roof must mount within ½" to the top of the cage and still meet existing roof rules, and Diagram (M).**

Body dimensions must fall within the following dimensions:



(A) 20" Max. – 16" Min. (Ground to center of bumper front & rear)
(B) 6.5" Min. (Center to center)
(C) 46" Max. – 42" Min.
(D) 6" Max. Hood sides – 3" Max. Rake in hood.
(E) 32" Max. (Bumper & Nose)
(F) 6" Max. (Scoop/Deflector)
(G) 4" Min. at Nose and Sides– 8" Min. at Quarters
(H) 19" Max. (Same both sides)
(I) 112" Max. – 108" Min.
(J) 29" Max. – 22" Min.
(K) 72" Max. Or not past back of block, right side. Left side may extend forward to cover foot box if necessary.
(L) 18" Max. – 12" Min. Opening, both sides.
(M) With 4' level, must have 2" gradual clearance at rear and no more than 5" at front
(N) 120" Max. – 106" Min.
(O) 45" Max. – 34" Min.
(P) 3" Max. height at rear of sail panel, gradual slope from roof to this point. (4" x 66" Max. spoiler 45 degrees to the deck is allowed with supports to the rear only.)

(Q) Interior slope is **6" Maximum**. Front to rear and flat across. If flat at front half of interior you have used up 50% of your 6" so from behind the driver to the rear you only have 3" of slope. Top of interior must be flush with top of doors and quarter panels.
(R) 38" Max. – 28" Min.
(S) 38" Max. – 24" Min.
(T) 66" Max. – 24" Min. No narrower than radiator
(U) 52" Max. – 44" Min.
(V) 56" Max. – 41" Min.
(W) Tires must be the widest part of the car. Must be able to see side wall of tire from front, top, and rear.
(X) 66" Max. – 53" Min.
(Y) 8" Panel / 90 degrees to ground. Must be solid, attached to the deck and extend to the quarter panels, securely fastened.
(Z) Aluminum "I" beam or tubular steel rear bumpers allowed, must have rounded nerf bars that follow quarter panel and connect back to frame on both sides.

2a.) REAR DECK SPOILER - Must be made of a single piece of see-through material maximum 4" high and no wider than the body. No spill boards or verticals allowed. Spoiler may be mounted no more than 45" behind center of rear axle. Spoiler may be braced from the front or rear. No more than three front braces are permitted and must be round tubing of a maximum diameter of 3/4". Rear bracing must be inset a minimum of 3" from end of spoiler. Rear facing lips of no more than 1" will be permitted. Max. height from top of spoiler to ground 42".

2b.) REAR BODY PANEL – Cars must have a solid perpendicular rear panel at least 8" high and include car number markings.

2c.) REAR DECK - Top surface of deck-lid must not be dished. Decks are permitted a maximum of 2" slope from behind driver to rear of deck.

3) WINDSHIELD/WINDOWS - Lexan front windshield and rear quarter windows (at least 3/16" thick) are permitted. No Driver or Passenger windows are permitted. No interior ducting may be used or attached to "B" pillar.

4) SUSPENSION – Front suspension and steering must be unaltered OEM, be in stock location and be replaceable by a stock part from same type of suspension. Front lower A-Frames/Struts must be an O.E.M. (original equipment manufacture) unit. These units may not be altered or relocated. Front upper control arms may be replaced with fabricated after-market units and/or relocated. Front spindles must be stock OEM passenger car units. Outer tie rod ends may be replaced with hiem ends. Shocks may be replaced or relocated. Shocks must be, Non-Adjustable, with no external canisters, and have a racer price of less than \$250 NEW per shock. 1 shock per wheel. 1 additional shock allowed in the lift/pull bar area. No air shocks. All shock covers must be easily removed. No rubber motorcycle covers allowed. Wedge bolts are permitted. Rear suspension may be leaf or coil springs. All springs are limited to 5" or 5.5" diameter. Rear coil-over suspension is permitted. No fiberglass springs permitted. No torsion bar suspension in rear. Rear axle radius rods may be replaced and/or relocated. Rubber bushings are permitted on rear suspension arms (no spring actuated torque arms/traction bars permitted). No hydraulic, ratchet or electric screw suspension adjustment devices are permitted. No aluminum wheels, hubs, calipers, A-frames, spindles or any other suspension component permitted. No tubular lowers a-frames.

5) STEERING – Steering box must be OEM and remain with original bolt pattern for type of frame used. No rack and pinion steering allowed. Cockpit steering location may be modified to suit driver, but must remain on left side of car. No center steering.

6) BUMPERS - Bumpers must be used front and rear. Front bumper will be mounted to either frame end with the lower loop parallel to ground plane. Front bumper should be constructed from a minimum 1.25" tubing and be able to support the weight of the front of the car. Rear bumper and nerf bars may be no wider than the rear tires and must not have any sharp edges or corners. Rear bumpers may be constructed of tubing or flat stock, but must protect fuel cell. Both front and rear bumpers must be 18" above ground plane (plus or minus 2"). All bumpers must be capped and polished to smooth with no sharp edges.

7) FRAME - American-Manufactured, 1960 or newer, complete factory (stock) parallel frames only. Frames must be full and complete on both sides, may not be widened or narrowed and support the roll cage on both sides. Front cross members and lower strut/A-frame mounting points must be stock for frame clip used. Front cross members may be notched for radiator clearance only. Minimum wheelbase permitted 108" (both sides). Minimum frame (and body) ground clearance is 4". Stock front clip only. No 2002 & up Ford Crown Vic or similar frames allowed. No strut front suspension of any kind. Max. track width 78 inches measured outside to outside at spindle height.

8) ROLL CAGES - Full cage required, with four uprights -at least 1.75" O.D. with .095" thickness- welded to main perimeter frame rails. With rear support bars, cage must be welded to frame in six locations. Top of cage should form a box, follow the contour of the windshield in front and conform to body dimensions. Driver's head must not protrude above roll cage when strapped in seat with helmet on. Three door bars are required on driver side and two on passenger side. Driver side door bars must be plated. Door bars must run horizontal between front and rear roll cage posts and be connected by uprights. Door bars may not be inside frame rails or cause undue difficulty in driver entrance or exit of vehicle. Gussets and bracing should be used where possible. Bars around driver must be padded. SFI spec 45.1 padding is required. Cages must be approved.

9) INTERIOR - All cars must have complete firewall, front and rear. Front firewall extending from the left side frame rail to the right side of driver compartment is required. It must extend under the driver including the foot pedal area and rear firewall directly behind the driver and must be at least 20-gauge steel. The remaining interior may be aluminum (.025" min.). Driver's compartment must be totally sealed from engine bay and racing surface. Interior panel beside driver may have a maximum slope of 2" front to back from A pillar to back of driver's seat. Top of interior must be flush with top of side body panels. An optional escape right side route may be used by sloping the interior material from the top of the right body panel into the driver's compartment no higher than 12" from floor pan. Front and rear of driver's compartment must be perpendicular. An aluminum racing seat required, bolted/welded to chassis or roll cage.

10) FUEL CELL - No Maximum Size SFI approved commercial type fuel cell bladder with foam insert required. Cell must be mounted in trunk area between frame rails, with bottom of cell no lower than the bottom of the rear end center section. Cells must be secured by a frame work using a minimum of 1" square tubing. Rear protective bars between frame rails are required. No teardrop or wedge style cells.

11) WEIGHT - Cars must weigh a minimum of 2,400 lbs, 1,000 lbs right side (No tolerance), after race with driver and helmet in car setting in normal driving position. Weights must be securely mounted with at least (2) two half inch bolts to frame or roll cage, and painted white with car number on it. No weight outside the body. No titanium, carbon fiber, or exotic materials used on race car. No gun-drilled tubular hollow bolts or studs. Steel fasteners.

12) ENGINE - Any displacement factory produced V8 engine with cast iron block permitted. Cast iron and aluminum cylinder heads permitted. Engines must maintain stock in outside appearance. Engine Location will be a minimum of 72" from the back of the engine block to the center of the rear axle. No dry sump oiling systems or external oil pumps permitted. Engine, chassis and body manufacturer need not match. Carburetion limited to one US manufactured 2 or 4 barrel carburetor. Any stock or after-market replacement for stock distributor may be used. Magneto and/or multiple coil type ignition systems are not permitted. Ignition control boxes (MSD boxes) must be mounted out of driver's reach while in seat. Ignition switch should have "on-off" positions marked and within easy reach of the driver and track personnel. No machine work to outside of block, no lightening.

13) EXHAUST SYSTEM - Must be safe and meet approval. MUFFLING DEVICES ARE MANDATORY. Exhaust pipes may not pass through the driver's compartment. Exhaust pipes must exit away from driver with turndowns. Noise levels will be monitored with a decibel meter and violators may be fined or disqualified. Round tube headers only. All primary tubes must enter into one collector.

14) STARTERS/BATTERIES - All cars must have working starter and battery. All batteries must be securely mounted & covered.

15) FUEL LINES - Fuel lines must be securely mounted and protected. Fuel lines running through the driver's compartment must be "Aeroquip" steel braided or equivalent. No electric fuel pumps permitted.

16) FUEL - Only straight gasoline racing fuel or Methanol alcohol are permitted. No nitro or nitrous oxide.

17) DRIVE TRAINS – Only OEM production case transmissions permitted with 3 or 4 forward and reverse gears in working order. No 5 speed transmission. All cars with a manual transmission must have a working, spring-actuated clutch. No hand clutches or “in and out” boxes. Explosion proof bell housings or a minimum ¼” steel scatter shield are required on vehicles with clutches located in the bell housing. Drive shafts must have at least one 360-degree safety strap/loop directly behind front universal joint. Quick change rear ends are permitted. Floater rear ends required.

18) WHEELS/BRAKES - Maximum 8” wheel width permitted. All wheels must be steel-racing type. Wheel lugs must be 5/8”min. Brakes must be in good working order on all four corners. Front and rear hubs may be replaced with heavy-duty after-market hubs. Any non-mechanical traction control device intended to limit wheel slip is prohibited. No wiring of any kind permitted to front suspension.

19) SAFETY EQUIPMENT - All drivers must be protected at all times with Nomex SFI 3.2 A/5 fire suit, seat belts, shoulder harness, headrest, and helmet with a 2000 or later Snell sticker. SFI 3.3/5 gloves, SFI 3.3/5 driving shoes and fire resistant underwear are highly recommended. Shoulder and head restraints as part of the racing seat are highly recommended. Seat belts and harness are required to be a five point system with lower crouch belt (six point systems are recommended). Mounting attachment bar for shoulder harness must be at shoulder height of the driver and harness should not bend or change direction as it goes through the seat. Belt systems must be a minimum of 3” SFI approved units, dated no earlier than 2003. All cars must have a web style window net on the left side window opening with a seat belt latch mechanism on the top front corner. No cord or rope type nets. Fire extinguisher of B or C dry powder type or equivalent must be in every car and be easily accessible to both driver and right side window. A quick release mount is mandatory. Each car should have a fully charged 10 to 13 pound B and C type fire extinguisher in it's' pit area.

20) TIRES - Only KKS approved Hoosier 980 tires are permitted. No tire soaking or dressing. In an effort to cut consumption and/or tire cost, officials reserve the right to establish tire rules, policies or procedures as determined beneficial. No recaps. Only one new tire per car per night, may be purchased. Tires must be purchased, branded, and logged at the Kil-Kare Speedway for competition.

21) RADIATORS - Must be mounted in front of the engine and have an overflow tank of no less than 2 quart capacity or have the overflow hose directed up onto the windshield. Radiator mounting must not extend through sheet metal. No Glycol based Antifreeze coolant permitted.

22) MIRRORS/RADIOS - Mirrors and 2-way radios are NOT permitted in the car. Use of a scanner type receiver for communication from track officials to drivers is Recommended. Scanners may not be programmed to any frequency other than KKS mandated frequency. Scanners must be in full view, mounted toward the center of the interior. Race Receivers will be mandatory in 2010.

23) PAINTING - Must be presentable. Numbers must be at least 18” tall on both doors and 4” in upper right hand corner of windshield. Car owners must register for number, with seniority prevailing. Cars must display their car number in 4” or more numerals on the rear panel.

24) INSPECTION - Inspection of all cars will be subject to official approval. Workmanship and appearance will be a determining factor in whether officials permit cars to enter competition. Upon cars first appearance of season, it may be permitted to compete ONE NIGHT provided minor constructional variances from the rules do not, in the opinion of the officials, vary drastically from the rules. Officials ARE NOT obligated to any grace period on rule infractions at any time. Officials' decisions are final. There will be an initial registration fee of \$20, which will reserve exclusive rights to a number for the season. If a purchased number goes unused, it may be sold to someone else. In that event, there will be no refund of fees.

Kil-Kare Sport Stocks Rules

Revised April 28, 2009

01. Cars must utilize a street-type American made chassis (1965 or newer). 105" min. Wheelbase. 3100 lbs. base weight minimum at all times, including after race with driver (no refueling after race). Maximum left side weight is 57.0% at all times. Cars must utilize factory frame sections from front steering box mount to rear of rear spring pocket. No widening of the frame in any way. The cross member must remain the OEM Stock component and in OEM location but may be modified for oil pan or fuel pump clearance. Weight jacks OK. Anyone using cups and stock mount shocks may deduct 25 pounds. Leaf spring cars must have stock frame to front of rear leaf spring.
02. Standard Automatic transmissions w/ working torque converter or an OEM manual transmission and min. 7.25" clutch with a 75 pound penalty. Drive Shaft loop required. No Oil coolers in driver's compartment. Battery must be properly encased.
03. No aftermarket lower A-Frames (OEM Mounting towers only). No aftermarket or made for racing spindles Must be OEM style spindle. Standard aftermarket upper A-Frames may be used with a 35 lbs. penalty. No aftermarket trailing arms (Single chassis mounting point only). No 3-Link or Panhard Bar set up. Shocks must be steel, economy-type, may not be externally adjustable and may not be gas Re-chargeable (any shock may be claimed for \$75) Ford 9 inch rear ends OK. No Quick-change rear ends. Maximum 78" tread width measures from outside of tire to outside of tire at spindle height. No driver adjustments besides brakes. Stock-type, **steel** brake calipers only. Stock-type sway bars only.
04. Maximum 8" wide steel wheels only. Tires must be 8" Hoosier Commanche. **NO SOAKING!**
05. Engine must be cast iron (block & heads). Aluminum intake may be used with a 50 pound penalty. Headers may be used with a 75 pound penalty (no 180's). Engine must be located so the spark plug of the forward most cylinder is equal to the centerline of the upper ball joints. Exhaust must exit behind the driver and must exit beneath car or under frame.
06. Two or Four barrel carburetors only, but **NO** dual-line or double-pump carburetors. No rear metering block and no Demon Carbs. One spacer plate or adapter not to exceed 1 ¼ inches with gaskets. A fuel cell is mandatory and cannot exceed 22 gallon capacity. A fuel cell is mandatory and cannot exceed 22 gallon capacity. Fuel line must be standard in its size and length.
07. All cars must have stock firewall and floor-pan in place. Cars must have factory steel hood, roof, fenders, and upper portion of ¼ panels. All other body panels must be made out of steel. GM to GM, Ford to Ford, Mopar to Mopar for chassis, body and engines. Aftermarket bodies are not allowed. Aftermarket bumper covers must cover all bumpers and brace supports and all metal must be behind and covered by the cover. Must run a stock-type bumper if no bumper cover is used. Roofline must have stock appearance ("Chopped Roofs" may result in additional weight penalty. Side windows may go no further back than 15" from the corner of the A-Post and must go straight up at a 90 Degree angle from the door. Rear bumper/tail-light area must be enclosed (no open tail sections). No spoiler or hood scoops allowed (regardless if they are stock or aftermarket.) No rear windows. No holes cut in hood for air cleaners.
08. Roll cages must not be offset and must be perimeter type. Installation is subject to technical approval. A four-point roll cage is mandatory and must be constructed of 1-3/4" x .095 steel tubing. The width of the top roll cage bars (halo) must be a minimum of 75% of the width of the frame rails where the cage attaches. The cage must go straight up the doors before a slight angle to the roofline. Side plate on drivers door must be used and must be a min. of 12" high, post to post, ¼" thick and either be welded to the cage or fastened with six ½" bolts. Resilient roll-bar padding must be used on any roll cage piece that can be reached by any extremity of the driver. A minimum of 3 protection bars (min. ¼" wide round stock) in front of driver in the windshield area mandatory.
09. A full fire retardant suit, racing gloves and Snell 2000 or newer helmet is required. A suitable form of neck restraint must be used (a neck collar at minimum). An aluminum racing seat with belt no more than 3 years old. Window nets are mandatory. Additional weight must be securely bolted to car and painted white with car number displayed. All safety issues are subject to approval by Kil-Kare Tech Officials. **All drivers must utilize a RaceCeiver for safety directions from the tower.** Other radio communications are not allowed. You must purchase your own RaceCeiver.
10. Frame & Body Height Min. 4".

Kil-Kare "Compact Classic" Division

01. COMPETING MODELS: Any American or Foreign passenger car, 4 or 6 CYLINDER (no trucks). Front-wheel drive ONLY. NO Rotary engines. NO Turbos. Cars must be completely stock. No 4 wheel steering vehicles allowed.

02. BODY: Any 2 or 4-door body style, station wagons allowed. Driver doors must be welded shut. Additional doors may be welded or chained closed. Sun Roof openings must be covered with metal (No Glass). All exterior trim, moldings, plastics, lens covers etc. must be removed. Hood latch must be removed and hood secured with hood pins.

03. INTERIOR: All flammable material except the front seat and dashboard must be removed. Racing seat is required, BELT SYSTEM MUST BE SFI APPROVED AND DATE NO OLDER THAN THREE YEARS! HELMET MUST BE SNELL APPROVED WITH A 2000 OR LATER SNELL STICKER. All interior and exterior rear-view mirrors must be removed. No rear view mirrors are permitted. A driver's side ribbon or mesh type window net with a seatbelt latch mechanism is mandatory. All cars must carry an approved type fire extinguisher, mounted within reach of the driver and from the passenger's side window of the car.

04. ROLL CAGE: Standard four-post design roll cage mandatory. (See Section 4)

05. SAFETY: A current Snell-approved 2000 OR LATER STICKER, full-face design helmet is mandatory. Fire resistant driving suit, shoes and gloves are required! A FULLY CHARGED FIRE EXTINGUISHER OF B OR C DRY POWER TYPE OR EQUIVALENT WITH A QUICK RELEASE MOUNT IS MANDATORY AND EASILY ACCESSIBLE!!!!!!!!!!!! WINDOW NET MANDATORY!

06. LIGHTS AND GLASS: Unbroken factory windshield mandatory, all other glass (Including Sun Roofs) must be removed. (Do not leave broken glass inside doors.) All head and tail lamps and side marker lights must be removed.

07. MECHANICAL: Absolutely FACTORY STOCK engines and drive trains. No modifications of any kind permitted. COOLANTS shall be water ONLY. No Antifreeze; Automatic \$50.00 Fine. No fluid leaks of any kind.

07.01. FUEL SYSTEM: Original fuel tank permitted, 8-gallon approved-type fuel cell strongly recommended. Fuel Cell must be properly mounted in trunk, above floor pan. (See section 4.01.14). On fuel-injected cars, the electric fuel pump circuit must include an oil pressure safety switch in-line. Gasoline ONLY, no nitrous oxide or additives.

08. WHEELS AND TIRES: D.O.T. approved all weather tires only. Must use same size wheel all four corners. No grooving, shaving or siping of tires. No slicks, studded tires, snow tires or racing tires. Stock OEM wheels only. Any wheel and tire assembly used in competition subject to Track Claim. Falken or Hoosier track tires will be allowed.

09. ELECTRICAL: All cars must self-start. Must use factory key on/off ignition switch. Battery must be securely mounted, no "bungee cords".

10. APPEARANCE: Cars must be painted and lettered neatly. A minimum 18" high competition number is required on both doors and roof. Must be legible. All car numbers must be reserved and registered with the Speedway Office. No 3-digit numbers permitted. Number reservations will be on a first come first serve basis and are assigned to DRIVERS. There will be a \$20 Fee to register Car numbers. One car may have multiple drivers, but each DRIVER must use their assigned number on the car when racing. (Any vehicle displaying unreadable, improper, unregistered or non-uniform numbers WILL NOT BE SCORED)

11. CAR CLAIM: Kil-Kare Speedway ONLY may claim any car for \$800.00. Claim does not include racing seats, racing harness, or fuel cell (If so equipped.) Refusal of car claim will result in suspension and other penalties at the discretion of the Competition Director.

12. TIRE AND WHEEL CLAIM: Kil-Kare Speedway ONLY may claim any wheel and tire assembly used in competition on any car for \$20 per-unit. Refusal of car claim will result in suspension and other penalties at the discretion of the Competition Director.

13. Track Management reserves the right to modify, add, or delete any rule at any time.

14. GEAR-STOCK CAR RUNNING GEAR, OEM FOR MAKE AND MODEL YEAR!!!!!!

15. DIVISION SERIES SPONSOR --- TRACK RESERVES THE RIGHT TO MANDATE A 4" TALL CLASS SERIES.

16. ENGINE - No Modifications allowed to Engine must be completely stock, and must be the engine that is available in the year & make of car. No aftermarket air cleaners.

