



# **FIGURE-8 RULE BOOK**

UPDATED MARCH 2023

## 1.0 DISCLAIMER

- 1.1 Some rules apply to all classes. Some items do not apply to all classes. Read carefully.
- 1.2 These rules are developed in conjunction with the “General Rule Book” (mandatory reading for all competitors) and are meant to govern operational and competition activities of Saratoga Speedway. At times rules from one may refer to rules from the other thus both rulebooks support each other and must be adhered to.
- 1.3 The rules and regulations set forth herein are designated to provide for the orderly conduct of racing events and to establish acceptable requirements for such events, and to provide racers and spectators a safe, competitive, and exciting show.
- 1.4 These rules shall govern the condition of all events and by participation in these events, all participants are deemed to have read and understood these rules.
- 1.5 No expressed or implied warrant of safety shall result from publications of 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 participant spectator.
- 1.6 The track owners and general managers may permit deviations from or modifications to any of the specifications herein or impose any further restrictions at their sole discretion.
- 1.7 No expressed or implied warranty of safety shall result from such alteration of specifications or rules.
- 1.8 Any interpretation of deviation of these rules is left to the discretion of the Race Director and General Manager(s). Their decision is final without appeal.

- 1.9 If there is a disagreement or dispute regarding the meaning or application of the Saratoga Speedway (SS) Rules, the interpretation and application by the track owners, general manager(s) and the appropriate SS official at the track shall prevail.
- 1.10 All competitors and officials expressly agree that determinations by SS officials as to the applicability and interpretation of the SS rules are non-litigable and they covenant that they will not initiate or maintain litigation of any kind against SS or anyone acting on behalf of SS, to reverse or modify such determinations or to recover damages or to seek any other kind of relief allegedly incurred.
- 1.11 If a member competitor or official initiates or maintains litigation in violation of this covenant, that member competitor agrees to reimburse Saratoga Speedway Ltd for the costs of such litigation, including attorneys' fees.
- 1.12 The Saratoga Speedway Ltd. officials may make special rules for an event due to extraordinary conditions. Such special rules shall apply to the conduct of that event if they are published or announced prior to the commencement of the event by means of a bulletin, newsletter, telephone, fax, or pre-race meeting at the sole discretion of general managers or track owners.
- 1.13 SS assumes no responsibility for damage or loss of competitor or participant equipment, vehicle, or any parts by any means whatsoever.
- 1.14 Minor drivers (under 19 years of age) and their parents are responsible to read and understand the rules and regulations set forth in this rulebook.
- 1.15 **COMPETITOR OBLIGATION:** Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstructions, or anything which, in the driver's opinion, is unsafe and the driver shall report in writing to a track official.
- Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory.
  - If the driver does not feel that conditions are satisfactory, then the driver should not race.
  - The driver further acknowledges that he is aware that auto racing involves risks and that by competing in that event the driver assumes these risks with full awareness and knowledge.

- 1.16 All rules are subject to the interpretation of the officials; any equipment that officials consider exotic or not in the intent of the rules will be considered illegal for competition.
- 1.17 In the interest of competitive fairness these rules may be adjusted to create a competitive balance.
- 1.18 The track management has authorized the Technical Directors to decide if a modification or equipment change is an attempt to circumvent these rules. The Technical Director may disqualify a race car that they feel is in violation of the spirit or intent of these rules.
- 1.19 If the rulebook does not specifically state that you can alter, modify, or replace something on your car you should consider it a violation to do so without first consulting the Tech Director.
- 1.20 No part is deemed to have been approved by having passed through previous inspections; approved modifications will be recorded for reference.

## 2.0 **GENERAL**

- 2.1 All drivers are required to have a functioning Raceceiver radio with functioning earplugs or headphones when they enter the track surface for racing or practice (during race events) or they will be dis-allowed onto the track.
- 2.2 The Driver of each car represents to officials and all others that his car has satisfied all applicable rules including but not limited to safety rules whenever such driver participates in any warm-up, practice, or competitive laps.
- 2.3 Passengers are not authorised during competition and may only be authorised at any other time by track officials on a case-by-case basis.
- 2.4 Stereos, radios, personal listening devices, or any other device that emits sound or might in any way distract a driver are a safety hazard. These devices are not authorized while on the racing surface and may be confiscated by track officials upon discovery. Second infraction will result in loss of championship points for that race and may result in a 1-race suspension.

- 2.5 Any prohibited or illegal part found might become property of Saratoga Speedway at the discretion of the tech director or general managers.
- 2.6 Driver's meeting is mandatory; all drivers must attend. Any driver who misses the driver's meeting will start at the back of their respective race.
- 2.7 All cars must have transponder installed on either right rear frame rail behind rear end housing or in passenger seat area with unobstructed view of the track surface. See Tech Director for clarification.
- 2.8 Saratoga Speedway officials will decide on all construction rules.
  - Official decisions will be final and binding.
  - The burden of proof regarding any concerns will be the sole responsibility of the driver/builder.
  - It is recommended that you contact class tech director for approval prior to purchasing parts or carrying out modification.
- 2.9 Out of sequence safety/technical laps can be requested to confirm car operation; request can be made to pit boss or assistant and must be approved by race director.
- 2.10 Safety inspections will be regularly held during pre-season practices or by request prior to the day before the first race of the season. All cars will be safety checked prior to first race of the season and then be subject to spot-check at the discretion of track officials.
- 2.11 Any car unable to maintain a competitive pace and is, at the opinion of officials, creating a safety hazard will be removed from competition.
- 2.12 Any car repeatedly unable to start may be removed from competition at the discretion of the officials.
- 2.13 Any car that does not make race staging when directed to do so by an official may be directed to line up at the back or other position at the discretion of the pit boss or race director.
- 2.14 Rules may be subject to change or updating at any time to ensure a safe and fair level of competition.

- 2.15 Any part or equipment found during an inspection or any other time, that does not meet applicable Saratoga Speedway standards must be surrendered to SARATOGA SPEEDWAY Tech Officials at that time and may not be returned.
- 2.16 Failing to surrender the illegal part or parts will result in penalties and possible suspension.
- 2.17 Saratoga Speedway Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time.
- 2.18 No equipment will be considered as having been approved by reason of passing through inspection in the past.
- 2.19 SARATOGA SPEEDWAY Officials recommend that you carefully study the Saratoga Speedway rulebooks to be familiar with all aspects of racing. If you are considering a part for modification or procedure not covered in these rules, contact Saratoga Speedway Tech Official before proceeding with any purchases or modifications.
- 2.20 If you have any questions regarding the technical rules, contact the Hornet Tech Director.
- 2.21 If you have any questions about race operations contact the Race Director: Brian Cross or Speedway General Manager: Pat Monsigneur.
- 2.22 If you have any questions about speedway operations contact the General Managers.

### 3.0 **PROTESTS**

- 3.1 The General Rules Book Paragraphs 16 and 17 shall govern all protests and appeals.
- 3.2 Figure-8 car protest fees (ref: General Rules Book paragraph 16.4) are as follows:
  - \$250.00 to accompany each official Figure-8 engine or transmission protest.
  - \$100.00 to accompany any non-engine or transmission official Figure-8 protest.

### 4.0 **ELIGIBILITY**

- 4.1 PROPOSED RULE (not yet enforced: March 2023): All 'minor' drivers (under 19 years of age) are required to present completed "Competitor Parent/Guardian Consent Form" (available on website) prior to operating any race car on the track in any capacity.**
- 4.2 Drivers must be 14 years of age before the first official race of the season.
- 4.3 Special dispensation may be available at the discretion of the General Manager or Track Owner to permit drivers younger than 14 to compete.
- 4.4 All participants must properly complete and sign digital waiver before entering the pit or racing surface. Participants under 19 YO must complete the minor's release/waiver.
- 4.5 Rookies must display a yellow ribbon on FRONT and REAR bumper for their rookie season or until authorized by the officials to remove it.
- 4.6 All drivers must register their car and team before entering the pits in 2022. All drivers must be registered members of Saratoga Speedway in good standing in order to compete and to collect championship points or any awards.
- 4.7 Driver substitutions may be authorized by track owners, general managers or race director only. Only registered substitute driver must drive that car. Unapproved driver substitutions will result in loss of all points and forfeiture of payout and tow-dough for that night.
- 5.0 FIGURE-8 TRACK RULES (see paragraph 10: "RULES OF ENGAGEMENT" in the General Rule book)**
- 5.1 It is the responsibility of each competitor to have read and to abide by the current rules for the division/class that they are participating in.
- 5.2 It is the responsibility of each driver, pit member, owner, or sponsor who enters the pits to have read and to abide by the Saratoga Speedway General Rules.

- 5.3 The list of officials and description of duties and authorities are listed in the “General Rules” Paragraph 10 “Rules Of Engagement”.
- 5.4 Officials will establish the race event procedures, starting positions, length, frequency and administration of all events and programs. When their decision is rendered, that decision will be final and binding. The race may be shortened due to time allotted or weather and once the feature race has passed the halfway point, it will be considered as an official race.
- 5.5 The class tech director may from time to time request the removal of a part or tear down for tech inspection. Refusal to comply with such requests will result in the part in question to be deemed illegal and until it is inspected and deemed legal by tech director; the car in question will not be allowed on the track or to enter in competition until cleared to do so by the appropriate official.
- 5.6 With the exception of “Protests” (Paragraph 17 General Rules book), all complaints, disputes, or problems will be directed to either of the Pit Boss, Class Tech Director, Chief Tech Director, or Race Director at the completion of that race or completion of the nights racing events. Complaints are not to be made to the scorers, starter (flag man) or announcers. Any driver, car owner, crew member or family member who goes to the scoring tower or flag tower at any time to dispute a call may result in removal from Saratoga Speedway and/or penalties assessed to the driver of the car they are associated with.
- 5.7 Any Driver stopping on the racing surface to argue with an Official, regarding an Officials decision, will be automatically disqualified from the event and or suspended; their car removed from the racing surface.
- 5.8 Only 1-way track-mandatory “Receiver” communications systems between Race Director and Race Drivers are authorized for use. Use of any unauthorised communication devices are NOT allowed and will be subject to confiscation by track officials and driver will be subject to penalties.
- 5.9 End of the year tie breaker procedures:
- Most first place A-Main wins; if still tied after wins the tiebreaker will continue as follows until tie is broken:
  - Most A-Main second place finishes; most third place A-Main finishes; most top five finishes (all events); and highest win percentage in all events.

- 5.10 ROOKIE OF THE YEAR: If you run more than five (5) races in figure-8 and/or an upper division in any previous season, you are not eligible to compete for Rookie of The Year.
- 6.0 **FIGURE-8 COMPETITION PRODECURES (see paragraph 10: “RULES OF ENGAGEMENT” in the General Rule Book for reference)**
- 6.1 Saratoga Speedway reserves the right to modify, omit, add, or otherwise make changes to all competition procedures at any time, and at the sole discretion of track owners and general managers in the interest of operations and fair competition.
- 6.2 Time trials will be performed at all Saratoga Speedway events unless otherwise indicated by the officials. Qualifying will consist of group qualifying or two continuous qualifying laps.
- 6.3 Heat Races will normally be eight (8) laps unless otherwise indicated by the officials. All heat races will be fully inverted with even numbered qualifiers in one and odd qualifiers in the other.
- 6.4 Officials will determine how many cars will start the Mains. All Main events will be inverted. The invert will be decided by the officials.
- 6.5 The officials will indicate the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting and the line ups will be displayed on the information monitor located on the “Pit Stop” concession north wall by the tech pads.
- 6.6 Line ups will be staged by the Pit Boss and her assistants who will indicate to drivers that staging will take place (normally) at the infield on the corner-3 pit entrance, but possibly at the front stretch pit exit, or directly on the front stretch as required by the officials. Failure to position racecars in a prompt and orderly manner at the command of the pit boss or designate may result in loss of starting position at the discretion of the pit boss and/or track officials.
- 6.7 In the event of a car dropping out of the staged line up for mechanical reasons, the row will move straight forward.
- 6.8 Any car involved in a caution will be moved to the back of the line for the re-start at the Race Director’s discretion.
- 6.9 Passengers are not permitted.



- 6.10 Contact is not necessary to pass.
- 6.11 “Aggressive Direct Hits” are to be avoided; unnecessary crossover-hits may be penalized at the discretion of the officials.

## 7.0 POINTS

- 7.1 Any car that timed-in will receive 10 Points.
- 7.2 Heat races will receive 20 points for 1<sup>st</sup>, 19 for 2<sup>nd</sup>, 18 for 3<sup>rd</sup>, etc..
- 7.3 Main will receive 50 points for 1<sup>st</sup>, 48 for 2<sup>nd</sup>, 46 for 3<sup>rd</sup>, etc..

## 8.0 SAFETY

- 8.1 Drivers must at all times utilize approved equipment in accordance with the Saratoga Speedway General Rules paragraph 7.
- 8.2 All racers must have a charged 1.87 lb. (minimum) ABC Fire extinguisher available in the pit.
- 8.3 It is required that the driver wear a driving suit and gloves.
- 8.4 Fire resistant shoes, socks, head sock and underwear are highly recommended.
- 8.5 Driver’s suits with rips, tears and holes are not approved.
- 8.6 Mandatory that driver wears a helmet carrying a least a valid SA 2015 standard Snell and/or SFI 31.1 or 31.2 sticker. M rated helmets are not approved.
- 8.7 Full-face helmets with Lexan face shield recommended; Nomex helmet skirt and Nomex covered chinstrap recommended.
- 8.8 It is recommended that all drivers wear a neck and head restraint system (Hans or equivalent).
- 8.9 Neck brace (doughnut) mandatory if not using Hans or equivalent.
- 8.10 It is highly recommended that the driver carefully review the seat belts manufacture’s installation.
- 8.11 Seat belts must be a 3”, five-point harness system.

- 8.12 Both ends of the lap belt must be fastened to the roll cage with minimum grade-5 bolts, not less than 3/8-inch in diameter.
- 8.13 Shoulder harness must come from behind and below the top of the driver's seat.
- 8.14 Where the harness crosses the roll cage, it must bypass through a steel guide welded to the cage in a manner that will prevent the harness from sliding side to side.
- 8.15 Inertia reels are not permitted.
- 8.16 An appropriately mounted anti-submarine crotch belt must be used.
- 8.17 Where the belts pass through the seat the seat edge must have a grommet or be rolled to prevent the belt from being cut.
- 8.18 All belts must connect in a single approved quick-release type latch, at the lap belt.
- 8.19 Belts older than 5 years must be approved by tech. No belts older than 10 years will be allowed. Belt with manufacturer date stamp removed will not be accepted. Belts displaying an expiry date shall be removed and replaced prior to or on the expiry date and not after.
- 8.20 A window net is mandatory.
  - Rib style or mesh is allowed.
  - The net must be permanently mounted at the bottom and have a tech- approved quick release at the top, operable by the driver and not in a position to be damaged in a rollover.
  - Window net must be within five years of manufactures date and in good condition. Nets older than 5-years must be inspected and tech-approved. Nets older than 10-years not authorised.
  - Window net must have manufactures date and tag or it will not be permitted.

## 9.0 **FIGURE-8 CONSTRUCTION**

- 9.1 Open to any make 4-cylinder uni-body passenger car or station wagon with a maximum wheelbase of 104.0"
  - No rotary engine cars, no mid or rear engine cars
  - No full-frame cars.

- 9.2 All glass (Except front windshield) must be removed.
- 9.3 All flammable materials inside the vehicle must be removed. This includes headliner, carpets, inside door cards/panels (except driver's door panel), etc. The only interior material that may remain is the dashboard. If the driver's door panel was removed, it must be padded with flame resistant material.
- 9.4 All trim pieces, plastic and/or glass light lenses and fixtures, trailer hitches, nameplates or any other superfluous decorations or fixtures that might fall or be forced off a body and create a safety hazard must be removed.
- 9.5 Some cars may require a 3/8"x2" steel flat bar bolted to the outside top of driver's upright and be bolted or welded to the driver's door bar.
- 9.6 Transponder mount – All cars must mount a bracket (MUST use a standard or fabricated transponder bracket) on the side of the spare tire wheel well just behind the rear axle or mount a strong "L" bracket to the frame behind the rear axle.
- 9.7 Sheet Metal.
- Do not remove sheet metal from interior of passenger compartment, except as needed for installation of bars.
  - Fender wells, inner hood and trunk skins may be removed.
  - Holes or excessively rusted floorboards and firewalls must be patched with equivalent gauge sheet metal.

## 10.0 STRUCTURE

- 10.1 Sub-frames may not be re-enforced however repairs may be carried out using equivalent sheet metal.
- 10.2 Driveshaft hoops on rear-wheel drive cars are mandatory and must be located approximately 12" back from driveshaft input quill.
- 10.3 Door hinges are not to be removed or disconnected.
- 10.4 Hood, doors, and trunk must be chained; doors may be welded safely shut.
- 10.5 Hood and trunk must be secured with up to 4 pins up to 1" maximum diameter; ready rod recommended. Hood front pins may extend through the rad support. All 4 pins may be attached to the

frame however gussets, back-braces are not permitted. Maximum hood washer is 6"x6".

10.6 Inner and outer hood skins may be bolted together with up to 8-3/8 bolts and washers.

10.7 One 7"x10" (minimum) fire extinguisher hole is mandatory above valve cover. A 3" hole must also be added over the exhaust manifold.

10.8 Wheel wells may be bolted together with maximum of five-3/8 bolts with washers cut flush to the nut.

10.9 One replacement fender or quarter panel (or equivalent sheet metal) may be added over the original damaged panel.

10.10 Bumpers:

- Front bumper must be stock style 2-point design located in stock position, no exceptions.
- Stock bumper shocks or equivalent material must extend forward from the shock frame horn and attach to the main bumper bar while remaining in stock position.
- Main bumper bar can be stock or fabricated using 3" (maximum) square, round or channel steel. Width cannot exceed tread-width (measured between front tire center lines).
- Bumper ends must be beveled and otherwise free of sharp edges.
- The front bumpers must attach at the front frame horns only; no secondary bracing to, or from any other component is permitted.
- Bumper must be chained to main frame.
- Rear bumpers must have a chain, welded, or bolted on both sides of the frame horns, which are welded or bolted to the bumper. Holes may be cut into floor pan and chain may be looped through the holes and around bumper to hold in place.
- Bumper shocks may be welded.

10.11 A 4-point or more cage is mandatory:

- All welds must be proper, and the cage must be track-approved. All cage bolts must be 1/2" minimum with suitable hardware. All tubes must be 2" OD minimum and minimum 3/16" wall thickness. Driver's side upright must be 3" OD and

3/16" wall thickness minimum. All joined tubes must be welded. The cross bar may be sleeved with a 6" long x 3/16" wall thickness, 2" ID tube and two 1/2" bolts.

- Must have two uprights welded together with one cross tube. One upright will be directly behind the driver's seat and the other upright will be in the passenger seat area.
- The top cross tube must be level and a maximum of 4" from the roof.
- Uprights MUST be flanged and bolted to the floor and the roof with a minimum 6" x 6" x 3/16" steel plate, and a minimum of 3 bolts per flange with suitable hardware.
- Both uprights MUST be back braced by steel tube, bolted to the rear floorboards, or the base of the rear firewall using a minimum of two 1/2" bolts per flange with suitable hardware.
- A lower cross brace MUST be installed from the driver's side to the passenger's side behind the driver's upright.
- Cross brace MUST be flanged and bolted through both door bars. Flanges are to contact both doorposts using a minimum of two 5/8" bolts with suitable hardware on each flange.
- A dash bar MUST be installed from the driver's doorpost to the passenger's doorpost, above the steering column.
- Dash bar must be flanged and bolted on both ends with a minimum 5/8" bolts with suitable hardware.
- The steering column must be chained securely to the dash bar.
- All bars that may contact the driver must be padded with appropriate flame-resistant padding.
- A stock car cage may be used, subject to Tech pre-approval.

#### 10.12 Door Bars mandatory on both sides:

- Channel iron, box steel or I beam; no angle iron.
- Driver's bar minimum 8".
- Passenger side bar minimum 6".
- Bars must extend a minimum of 4" past the front of the driver's door and extend far enough back to allow it to bolt to the rear cross. Wheel well to wheel well is recommended.
- All sharp edges and both ends to be beveled and blunt.
- Bars must be bolted to body 5/8" (minimum) bolts with suitable hardware.
- Attaching bolts must pass through the entire door/fender, not just the door skin. They may also be used to bolt the dash bar and rear crossbar.

- Front bolt must pass through front fender and foot box. The second bolt must pass through the door near the hinges. The third bolt must pass through the rear cross bar. The fourth bolt must pass through the rear cross bar and rear door or quarter panel.
- Door bar bolts must not extend beyond the outside of the door bars.

#### 10.13 Windshield:

- Stock windshield in good repair is preferred. Lexan replacement or maximum 1" expanded metal or 1" wire mesh replacement is permitted.
- Replacement windshield must be securely mounted and must extend from the driver's side window upright post past the center of the windshield opening.
- A minimum 1/8" x 2" metal bar must be bolted vertically in the center of the outside of the windshield.
- If using replacement windshield open-faced helmets are not permitted.

#### 10.14 Seat:

- A manufactured aluminum-racing seat is mandatory.
- Seats must be fastened to the driver's upright.
- Seats must be securely bolted to the floor.

### 11.0 **DRIVETRAIN:**

- 11.1 A carburetor, fuel injection air cleaner, or suitable flame arrestor is required. This must not extend through the hood; no hi-rise or wood adapters permitted.
- 11.2 Exhaust pipes must extend at least 24" past driver's seat.
- 11.3 Open headers are not permitted.
- 11.4 Must have 3" hole in the hood over the exhaust manifold.
- 11.5 Muffler(s) are mandatory: noise rule is maximum 95Db at 100' anywhere on the track.

### 12.0 **COOLING:**

- 12.1 Oil or transmission coolers must be firmly mounted to the firewall inside the engine compartment.

- 12.2 Plumbing lines must be joined with suitable material and must be double clamped.
- 12.3 Oil pressure sender must not be plastic or rubber; metal only.
- 12.4 Radiator must be mounted in stock location.
- Expansion tanks and electric fans are permitted.
  - All fans must have a safety shroud.
  - Radiators and/or fans may be removed.
  - An expanded metal or wire mesh screen may be installed in front of the radiator. Screen must not extend past the frame horns.
  - 3" x 3" angle iron may be installed along the radiator supports top and bottom.
  - 2" tube may be mounted from rad support to frame but not to bumper.
  - 2" angle iron or flat bar may be welded from rad support to strut towers or firewall.

13.0 **BATTERY** must be securely mounted at all times.

- Batteries must be stored securely in a boat style metal or plastic battery box firmly mounted on the floor between the frame rails with 4-1/2" bolts.

14.0 **GAS TANKS** must be located ahead of rear axle.

- If replacing OEM fuel tank, A fuel cell or plastic/metal boat tank (6.6 gallon maximum) IS REQUIRED (Subject to tech).
- If stock gas tank is behind rear axle, it MUST be replaced.
- Fuel cell/metal boat tanks must be securely mounted underneath rear window deck with a minimum 1/8" x 2" band of iron placed through the handle across the top. Rubber must be placed between the strap and the tank.
- Minimum 4" drain hole required in lowest point of trunk pan.
- The tank must be located a minimum of 18" from the rear of the trunk and must not move.
- An angle iron base frame is mandatory and must not reinforce any other part of the vehicle.
- A sheet metal firewall (flash shield) must completely seal the trunk, and the gas tank from the interior of the car or the tank may be sealed in a metal box. (If the tank is sealed in a metal box it may be mounted inside the passenger's compartment).
- All fittings must extend from the top of aftermarket tanks.

- Fuel lines inside the driver's compartment must run continuously inside a garden hose, or hose/tube of similar protection for the whole length of the interior.
- Cars using electric fuel pump will have a capital "E" beside their number on the sign. A battery shut off switch must be mounted to the driver's side upright and be readily accessible to the safety crew.
- Fuel tank/cell must be accessible for inspection.

## 15.0 **SUSPENSION**

- Stock front springs/struts only. Replace broken or damaged springs/struts with original OEM or equivalent.
- OEM or equivalent shocks only. No air shocks. Shocks are to be mounted in stock location only.
- Pulverized suspensions may be "jury rigged" to make the car work. This modification only after the suspension has been damaged beyond repairing.
- Stock sway bars may be preloaded or heated. Sway bars may be attached to "A" arms.
- Tie rods may be reinforced.

## 16.0 **WHEELS AND TIRES**

16.1 Any DOT street rated tire.

- Forklift, studded, re-tread, and racing tires are not permitted.

16.2 Factory steel or aluminum rims only

- Rim must remain OEM; no modifications or home-built, or uni-lug wheels permitted.
- All wheel lugs, lug-nuts, and stud seats must be in acceptable condition at the tech director's discretion.

## 17.0 **Numbers and paint**

17.1 Cars must be easy to spot; dark colours can constitute a safety hazard and be difficult for officials to track so cars are to be painted with at least 50% bright colour.

17.2 Roof signs are mandatory and must be securely fastened to the roof.

17.3 Car numbers on roof signs and MUST be at least 14" tall in a highly contrasting color.



- 17.4 2-digit numbers only (“E” or “e” added for electric fuel pump cars).
- 17.5 Crude spray-painted numbers are not acceptable.
- 17.6 Be creative but tasteful; remember you are representing your sport.