

General Rules & Procedures

- 1. The rules and/or regulations set forth herein do not express or imply warranty of safety from publication 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.**
- 2. Hartford Speedway may at any time make amendments to the rules set forth.**
- 3. Hartford Speedway officials shall have full authority over events. At the discretion of Hartford Speedway officials, any competitor may be penalized for rule violations, hazardous actions or assaults/threats against any official.**
- 4. Cars will be permitted to race after Hartford Speedway inspector approval.**
- 5. Wrecker Hook-ups/Chains must be mounted on front and rear bumpers and able to support cars.**
- 6. No radios or mirrors are allowed.**
- 7. Drivers are responsible for the actions of their pit crews. At no time will any competitor or crew member be permitted to enter another team's pit area in a confrontation or threaten any speedway officials. If you have a problem with another driver then find a speedway official after the final race of the event. All parties will go to a neutral location for a documented meeting. Parents are responsible for the actions of competitors 17 years or younger.**
- 8. All drivers must have a RaceCeiver one way communication device. It is the responsibility of the driver to make sure their radio is working at all times. Failure to comply with instructions issued over the radio due to device malfunction may result in removal from the race until your radio is fixed.**
- 9. The uses of pit boards or colored flashlights are prohibited.**
- 10. Hartford Speedway officials reserve the right to add weight to any location or impose a handicap at any time should any single car or driver dominate the division.**
- 11. All drivers must have a transponder for scoring (yellow Westhold or Westhold G3) It is the drivers responsibility to make sure it is in working order.**

Engine

The number one (1) spark plug must align itself in a perpendicular line with the center of the upper ball joint for each manufacturer.

- 1. Cast iron engine blocks only. (No Aluminum blocks!)**
- 2. Cast iron cylinder heads of any make are permitted. (No Aluminum Heads!)**
- 3. Roller tip and roller type rocker arms will be permitted.**
- 4. Roller cams allowed.**
- 5. Cast Iron or Aluminum intake manifolds will be permitted.**
- 6. Cast Iron or aftermarket exhaust headers will be permitted. Exhaust flow must exit away from the car.**

7. Distributor ignition systems only. No crank triggers, distributor less ignitions or computers allowed. Capacitive discharge ignition allowed. MSD ignition box OK. No controls in driver compartment.
8. Conventional or Aluminum radiators will be permitted.
9. One gauge legal 500 CFM 4412 Holley unaltered carburetor is required. The track reserves the right for carburetors to be claimed and/or changed for competitive analysis and/or inspection. Choke blade may be removed.
10. Only mechanical fuel pumps will be permitted.
11. All cars must be equipped with an operable starter in working condition.
12. All cars must have working mufflers.

Transmission

1. Stock automatic or manual transmission, mini clutch allowed.
2. Bert / Brinn / Falcon transmissions permitted.
3. Aftermarket clutch pedal allowed.
4. An aluminum OEM bell housing and/or aftermarket explosion-proof aluminum bellhousing will be permitted.

Drive Shaft

1. The drive shaft must be a minimum two (2) inch diameter and made from magnetic steel.
2. The drive shaft must be painted white and clearly labeled with the car number on the white portion of the drive shaft for the duration of the entire race season.
3. At least one 360-degree drive shaft loop will be required, mounted six (6) inches from the front universal joint. A second drive shaft hoop is recommended and must be placed within 12" inches of the front universal joint.

Chassis

1. Only American manufactured cars and/or full-size "uni-body" type cars will be permitted. (Camaros OK).
2. All vehicles must maintain a minimum of 107" (inch) wheelbase.
3. The rear frame may be replaced from the rear shock absorber mounts towards the rear of the car.

Weight

1. The minimum weight requirement at all times will be 3,000lbs (pounds).
2. All weights must be securely mounted with two (2) 1/2" (inch) bolts securing them to the frame in a positive manner. The weight(s) must be painted white with the car

number clearly marked on them. All weights must be mounted under the body of the car.

3. All competitors should have an extra 100lbs of lead painted white, pre-drilled, with 1/2" bolts and large washers, so this lead can be readily added to your car in the event of a rules infraction.

Fuel Cells and Fuel

1. Gas or E85 only. (No Alcohol!)

2. The fuel cell must be securely mounted in the rear of the car and secured with straps. It is recommended that the fuel cell be mounted solidly to the rear frame rails of the vehicle in a fabricated manner.

3. All fuel cells must be enclosed in a metal container.

4. The fuel cell must be a steel container with a minimum of two (2) one (1) inch by 1/8" (inch) steel straps on each side of the container to mount the fuel cell. A couple loops of plumber's strap will not suffice for this, these tanks must be secured solid.

Body

1. Body must be mounted in stock OEM location centered between the wheels. No exposed tubing or bracing outside of the body line of car. Body may be steel or aluminum and must remain stock appearing with normal body lines. Five Star style bodies allowed.

2. The front windshield opening must be covered with wire mesh. Three vertical driver protection bars are required in the windshield area ahead of the driver.

3. Front OEM firewalls may be replaced using steel fabricated firewall, 18 gauge or minimum 0.049 inch thickness (firewall must extend from frame rail to frame rail). Top of the firewall can be no further back than 12 inches from the back of the engine block, measured horizontally. Bottom of the firewall can be no further back than the rear of the oval body mount frame hole. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. Cockpit style interior is allowed. You may remove the floor on the passenger side. You may close in the passenger side with an angled piece of aluminum starting from the right hand side bottom of the driver's seat to the top of the passenger side door. No flat deck closing of the passenger side. Extra drive shaft protection between driver and shaft HIGHLY RECOMMENDED. Rear firewall may be located no further forward than the back of the driver's seat and no higher than the bottom of the rear opera windows. All holes in firewalls must be covered with metal.

4. The trunk floor area may be cut to allow for the mounting of the fuel cell.

5. The roof can be made of steel or aluminum. No dished roofs. Flat aluminum roofs allowed, can only have a 2" height difference from front to rear, with no side lips or extensions. Roofs will be checked with a level and tape measure.
6. Roof posts and sail panels must remain stock appearing. No modified or late model type side window/sail panels.
7. Exposed tubing and/or bracing outside of the body line of the car will not be permitted with the exception of the rub/side rails.
8. Plastic aftermarket front nose will be permitted provided they are approved and stock appearing for the year, make and model of the car. Late Model type aerodynamic noses will not be permitted.
9. Rub/side rails may be attached flush to the body from the fender well to the rear quarter panel.
10. Mirrors of any type are not permitted.
11. The back of the hood must be sealed off from the driver's compartment.
12. Sharp edges will not be permitted. Both sides and ends of the bumper must be capped. Tube-type front bumper will be permitted. Tube-type bumpers must have capped ends.
13. Stock bumpers will be permitted and must be mounted in stock OEM location.
14. The rear of the car must be enclosed. The rear bumpers may be covered and must have round edges and connect solidly to the frame. Aftermarket rear bumper covers will be permitted provided they are approved and stock appearing for the year, make, and model of the car.
15. A maximum of a 5" tall by 66" wide spoiler will be permitted for the 2022 season.
16. All cars are required to have a cable or chain to hook up to on the front and rear of the car in the event of needing to tow your car off the track.

Suspension

1. All suspension components must remain in their OEM mounting locations for the year make and model of the vehicle with the exception of racing shocks (outboard shocks OK). Only one shock per wheel.
2. No 3-link suspensions.
3. GM mounts on a Ford 9" rear end are acceptable, but must be in stock locations, square and parallel.
2. The steering shaft may be a collapsible shaft.
3. Aftermarket steering wheel and quick release are recommended.. 4. Steering quickening devices are permitted.
5. Aftermarket steering components will be permitted. Aftermarket steering components must be similar and/or replacement in type to the OEM application for the make and model of the vehicle.

6. All components and mounts must be steel, unaltered OEM, in OEM location and match frame. Rubber, nylon or steel lower A-frame bushings only – no offset or bearing type. Aftermarket upper A-frames allowed.

7. Floater rear ends OK and RECOMMENDED. No quick change rear-ends.

8. Spring rubbers allowed.

9. Shock bump stops allowed. NO BUMP SPRINGS ALLOWED. 10. The lower rear trailing arms may remain in their stock OEM design, format and length as the original OEM application. Allowed for 2022, tube type rods with adjustable rod ends, MUST BE STOCK LENGTH WITHIN ¼ OF INCH. Must be mounted centered in mounting brackets on frame and rear end.

Lengths:

I. Metric - 19.5 inches

II. Chevelle – 21.875 inches

III. Impala/Caprice – 22 inches

IV. Camaro/Firebird - 19.3125 inches

10. The lower rear trailing arms must be mounted in the stock location on the frame. Additional holes in the rear end will be permitted.

I. Brackets can be maximum 7.5 inches long, measured from the bottom of the axle tube to the bottom of the bracket.

II. Maximum 1 row of 5 holes for adjustment.

III. Holes must be vertical.

IV. No additional holes in frame allowed. Stock mount holes only. Frame mount MUST be in stock location.

V. Slots in the frame or rear-end mounts will NOT be permitted.

11. The upper rear trailing arms may be altered (shortened and/or lengthened) to obtain the correct pinion angle.

12. Aftermarket bushing will be permitted, but the arm must not be altered in any manner. Slots will not be permitted.

13. Leaf-type springs will be permitted. Only stock OEM type magnetic steel leaf spring(s) stack(s) will be permitted. Single leaf, mono type leaf and/or any type of slider and/or any composite leaf type applications will not be permitted.

14. Coil-over applications of any type will not be permitted.

15. Aftermarket coil springs will be permitted. The coil spring location may be altered, however, the centerline of the axle tube may not be any further forward than the front of the spring or not further back than the rear of the spring.

16. Any non-adjustable steel shock will be permitted.

17. Spring adjusters or jack bolts permitted on all four corners.
18. Hydraulic ratchet and/or electric weight jacks are not permitted.
19. Aftermarket master cylinders and brake pedals will be permitted. (Brake bias adjusters OK).
20. Brake floaters will not be permitted.
21. Track has the right to change/modify any rules, at any time.

TIRES

1. A maximum 8" (inch) wide steel racing wheel will be permitted. Aluminum and/or magnesium and/or mag-type and/or homemade wheels will not be permitted. 1 inch o.d. magnetic steel lugnuts must be used on all four corners of the vehicle.
2. Hoosier E-Mod, American Racer, and DOT tires will be permitted. Hoosier compounds: m-30 or m-60 will be permitted. American Racer P245/70D-15 with MSPA stamp. Truck or M&S (mud and snow) DOT tires are not allowed.
3. Defacing or altering any of the manufacturer's identification markings, letters, words, numbers, on any tire will not be permitted.
4. Grooving and siping will be permitted.
5. Bead lock wheels will be permitted on the right rear ONLY.

1. A competition-type 4 point roll cage is required and must be constructed with tubing that is a minimum of one and one-half inches in diameter, with a minimum of .095 wall thickness. A minimum of three horizontal door bars is required in the driver's door (four bars highly recommended). A minimum of three horizontal door bars or X construction is recommended for the passenger's side of the car. Three vertical driver protection bars are required in the windshield ahead of the driver. You may run front and rear bars through the firewall, with 1 kicker bar to the frame. A radiator protection bar is optional.
2. A competition-type racing seat is required. A full containment aluminum seat is highly recommended.(no fiberglass seats allowed)
3. The seat must be mounted a minimum of 30" (inches) from the centerline of the rear end, measured at any point of the rear of the seat.
4. DRIVER HARNESS: Five or six point, two or three inch wide racing harness is mandatory. It is VERY STRONGLY RECOMMENDED that the belts are SFI approved and no more than two (2) years old from date of manufacturing.
5. Head and neck restraint system is strongly encouraged.
6. An approved, Snell SA2005, SA2010, or SA2015 helmet (Snell sticker must be in helmet) is required. No M rated helmets will be allowed.
7. An approved complete racing fire suit and fireproof gloves are required. Fireproof shoes, and neck collar are highly recommended. Also, a driver's side window net is required.

8. All batteries that are mounted inside the driver's compartment must be completely enclosed in a marine-type box with a lid, and mounted securely.
9. All weights must be securely mounted with two half inch bolts and be painted white with the car number clearly marked. All weights must be mounted under the body of the car.
10. Working fire extinguisher in drivers compartment required.
11. Fuel line from trunk to the engine compartment must be steel, steel braided, or aeroquip line. (No rubber hose!)
12. If fuel cell does not have aircraft style positive seal filler neck/cap system – a flapper, spring or ball type filler rollover valve is required.
13. Working battery disconnect switch required within easy reach from both sides of the car and must be clearly marked "OFF" and "ON". Appearance
14. Numbers with letters are allowed. All cars must have contrasting and easily identifiable numbers on the doors and roofs so that they can be easily be read by the scoring tower.

Towing Hookups

1. All cars are required to have a cable or chain to hook up to on the front and rear of the car in the event of needing to tow your car off the track.
2. You will get one warning and will not be allowed to enter the track. Exposed rear bumper is acceptable.
3. Hoods will NOT be removed for wrecker hookup, unless damage to the front has made tow hook up unusable.
4. a \$25 towing fee will be assessed for any unnecessary stopping on the track.