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“2007 SpeedFest” – Rules of Competition & Entry Form

These rules were designed to allow competitors from different parts of the country to compete on a level playing field in a nationally prominent event. The USA International Speedway, the FASCAR Sunbelt Series and the CRA Super Series have spearheaded the effort to promote this event, and outline the rules for competition. Even though rule provisions for every form of late model/engine combination could not be made, every effort was made to ensure that an accommodating and fair set of rules were established. These are not the rules of the Sunbelt Series or CRA Super Series ...these are simply the rules for “SpeedFest”, which will be enforced by a joint crew off officials from multiple series. **Important-** competitors must realize that the technical inspection process may differ greatly from what they are accustomed to, and are required to abide by **these** rules and inspection procedures, not necessarily those of the individual series. **Please Note:** All cars must proceed immediately to tech their first day at the track with cold engines, carb loose, and all spark plugs removed.

I TECHNICAL RULES

A. Eligible Cars/Bodies

1. All competing cars will be full-sized, stock American manufactured passenger car bodies. 2007 A-B-C Body Rules apply. Refer to A-B-C Rulebook and guidelines for details and dimensions for all cars. **Pre or Non-ABC Bodies will have a minimum 50 lbs weight penalty.**

Please Note: No 2003 body of any manufacturer will be permitted to compete. (This includes 2003 ARP Monte Carlo, 5-Star down-force body and/or nosepiece or bumper covers from either of the previously mentioned bodies)

2. Maximum 66” tread width (65” or less may deduct 25 lbs)

3. **6.5” X 60” Spoiler Max.**

4. Rear window, hood and nose must be adequately braced not to significantly deform under racing conditions.

B. Engines

1. All cars must utilize stock American made cast iron engine blocks.

2. Actual cubic inch displacement of engine must be proclaimed officially before each event. Max 362

3. All engines may not exceed 9.0 (with a .5 tolerance): 1 compression and 362 cubic inches (unless utilizing a “Steel Head Engine” as outlined below).

4. Standard American manufactured engines only will be permitted. Any engine determined to be “out of the ordinary” is subject to a ruling of ineligibility by officials.

5. Engine will not be required to be same make as body

6. Engines with rear mounted distributors will be located so the forward most spark plug is no more than two inches (2”) from the center line of the upper ball joints. Engines with front mounted distributors will be permitted up to four inches (4”) setback from centerline of upper ball joints.

7. Engine offset may not exceed one inch (1”) from centerline of car.

8. Front center of crankshaft must have at least ten inches (10”) of ground clearance.

9. No SB2 heads, GM splayed valve heads, or Buick heads permitted. Maximum of two valves per cylinder will be allowed. No Ford D3 High-Port heads. Overhead camshafts are not allowed.

10. Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, or oil pan for inspection purposes.

“Southern Steel Head Engine”

A Southern Steel Head engine may be used in competition. The Steel Head engine cannot exceed 362 c.i. and must fall under the following rules:

1. Heads must be cast iron, OEM production heads only and meet the following requirements. No port blending, or work done in runners, bowl, or chamber. (No angle more than 80 degrees) Maximum intake runner cc is 208. Chevy heads may be port matched to intake using Mr. Gasket #102 intake gasket. Maximum depth is 1 inch into head, grinding only, no polishing

Please note: Part numbers must not be altered or removed from any part. All offending parts will be considered illegal.

2. Pistons must be flat top with no portion of the piston allowed to protrude above the top of cylinder.

3. Block, crank and rods must all be steel.

4. The maximum valve sizes are as follows: GM (Intake 2.055” – Exhaust 1.625”), Ford (Intake 2.085” – Exhaust 1.656”), and Mopar (Intake 2.02” – Exhaust 1.625”)

5. The standard, unaltered, 4779, or HP80528/9 Holley 750 carburetor may be used.

“Northern Steel Head Engine”

A Northern Steel Head engine may be used in competition. The Steel Head engine cannot exceed 362 c.i. and must fall under the following rules:

1. Heads must be cast iron, OEM production heads only and meet the following requirements. Must be part 14011058, 10134392, 4011034, or 12480034. No polishing, or grinding permitted to ports or runners. Maximum valve size is 2.02 intake, 1.6 exhaust. Maximum valve spring diameter is 1.55 inches. Stud mount rockers only 1.6 to 1 maximum rocker ratio.

Please note: Part numbers must not be altered or removed from any part. All offending parts will be considered illegal.

2. Pistons must be flat top with no portion of the piston allowed to protrude above the top of cylinder. Flat Tappet cam only with stock diameter lifters.

3. Block, crank and rods must all be steel.

4. Maximum intake height, including spacer is 7 inches measured from top of block to bottom of carb.

5. The standard, unaltered, 4779, or HP80528/9 Holley 750 carburetor may be used, or the 390 described below.

“Other Engines”

1. CRA Super Series and Sunbelt Super Series approved “Sealed Engines” may also be used. If necessary, series officials may add or subtract weight to ensure fair competition. Any tampering of seals or established construction of these engines is grounds for immediate disqualification. Additional tech rules will apply. Information on the CRA “Sealed Engine” can be obtained from McGunegill Engine Performance at (765) 282-1913.

2. The “ACE” Engine as commonly used in Illinois and Wisconsin may also be used with a 750 carb as described in Steel Head Engines. If necessary, series officials may add or subtract weight to ensure fair competition.

3. The crate engines as commonly used in ASA Late Models may be used. If necessary, series officials may add or subtract weight to ensure fair competition.

C. Fuel System

1. Fuel must be purchased at the track during the event. A minimum 10 gallon purchase per day will be required. This will be the only fuel permitted to be used and must be unaltered. Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, or other additives are not permitted. No mixing of race fuel with regular pump gas. Use of such substances or additives will result in immediate D.Q.

2. No electric fuel pumps will be permitted.

3. **For 9 to 1 engines**, only one (1), unaltered (other than outlined below) Holley #6895 or #80507 390 CFM four barrel carburetor will be permitted. The spec sheet obtained from HOLLEY CARBURETORS will be the specs for this event. Allowed modifications: The booster bar may be removed from the center of the booster (max. inside diameter of booster is .473) and the boosters may be tapered from the center seam down (booster must retain .700 length minimum). **NO OTHER ALTERATIONS ALLOWED ON CARBURETOR.** Teams that utilize a carburetor **without** the modifications outlined above may deduct 50 lbs.

4. No forced induction of any kind will be permitted.

5. A fuel cell with a maximum 22-gallon capacity (U.S.) will be mandatory. Fuel cell must have a minimum of 8 inches ground clearance. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must utilize a safety bar at the rear of the fuel cell. At a minimum, all fuel cell configurations must include a rubber type cell in a metal container. All teams are encouraged to use a no-spill check valve in the fuel line.

6. Any standard-type four-barrel manifold-aluminum or cast iron- is permitted. No material may be added to production intake manifold to increase carburetor height. No welded on spacers or air deflection devices allowed.

7. Maximum 2-inch spacer will be permitted between the intake and carburetor.

D. Ignition

1. Battery powered ignition or magneto will be acceptable. Vehicle MUST start under own power.

2. Car must be capable of being started with a 12-volt battery.

E. Weight Guidelines / Suspension

Base weight for all cars is 2800 lbs. **before** qualifying and/or racing

1. Deduct 50 lbs for Standard valve angle on 9 to 1 engines (Chevy-23 +/- 2 degrees, Ford-15 to 21 degrees, Dodge-15 +/- 1 degree). **ADD** 25 lbs for Ford Steel Heads less than 15 degrees. Deduct 50 lbs. for **completely** unaltered "Old Style" carburetor on 9 to 1. Deduct 50 lbs for "Sealed Engines" engines as described above. Deduct 75 lbs for "ACE" Engine. Deduct 100 lbs for "Northern Steel Head Engines" engines as described above. Deduct 125 lbs for Crate Engine (as defined by ASA late models, no additional deductions) Deduct 25 lbs for 65" tread width.

2. Cars will be weighed with driver, and may be weighed prior to and/or following qualifying and the feature. Fuel may be added when weighing after event.

3. Maximum of 58% of total weight of car will be permitted on left side. Cars with perimeter chassis will be allowed a maximum of 59% total weight on left side.

4. Reading of designated scales will be official.

5. Cars must be at required weight at all times.

6. No fifth (5th) coil, lift bar, or birdcage type suspensions will be permitted.

7. Pickup type trailing arms or three-point hookups will be permitted. **Lower control (trailing arms) arms must be solid** (no shock or spring type trailing arms allowed).

8. No shock, spring, Pan hard bar, sway bar or any other suspension adjustment will be allowed inside the driver's compartment. Brake bias/shut-off only control allowed in cockpit.

9. No traction control devices, electronic or otherwise, will be permitted. All series officials will collectively search for these types of devices in all their forms.

F. Wheels and Tires

1. Maximum wheel width will be ten inches. Drilled or lightweight wheel studs are not allowed.

2. Only steel wheels will be permitted.

3. Tires will be the new generation Goodyear (yellow lettering) and must be purchased at the track. All cars will qualify on stickers that have been purchased that day, remained in impound and stamped appropriately. Besides the tires on the car at the start of the race, teams may only use 4 more tires during the 200 lap feature event. All tires eligible for use during the feature must be purchased at the event and be placed in impound until released by the officials. Tires used in the open practice on Thursday may only be used for approved flats during the race (may not be used as the second set). **All tires must remain in plain sight and may not go into team haulers.**

4. Cars must start the feature on the same tires on which they qualified unless they have to run last chance race. Cars running the last chance on tires other than those they qualified on, must return to the qualifying tires for the feature. Cars that run the last chance race on tires on which they qualified, have the option to purchase up to four new tires for the feature.

5. **Use of tire softening or altering agents will not be permitted. Use of such substances will result in immediate disqualification.**

G. Transmission, Driveshaft, Rear End

1. Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted.

2. A minimum of one reverse and two forward gears will be required.

3. Multi-disc clutches will be permitted. No direct drives will be permitted. Conventional clutch mounted to fly wheel only will be permitted. No carbon fiber or non-standard material clutches.

4. Driveshaft must be equipped with a minimum of two (2) safety straps and must be painted white or silver. **Aluminum or Steel drive shafts only.**

H. Brakes

1. Vehicle must be equipped with working four-wheel hydraulic brakes.

2. No carbon fiber brake rotors will be permitted.

I. Exhaust

1. Conventional type headers with collector and a minimum of 12" extension. 180-degree headers allowed. Exhaust headers must either exit to outside of car and away from driver, or they must exit under the car past the driver and turned down.

J. Safety and Identification

1. All cars must utilize a suitable steel roll cage protecting the driver's compartment.

2. Approved seat belts and double shoulder harness will be required, no older than three (3) years. A crotch strap will be required. Sternum strap recommended.

3. A capable form of head and neck restraint must be used. At minimum, a neck collar is required. Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.

4. Helmet must be Snell (95) standard or better and have sticker visible for inspection. Full-face helmets recommended.

5. Clean, full driving suit for fire protection will be mandatory. Fireproof racing gloves are required.

6. Side plate for driver's door is recommended. The plate should be 12 inches (12") high post-to-post, 1/2" or 10-gauge minimum thickness and must be fastened with a minimum of six (6) half-inch bolts or securely welded to satisfaction of officials.

7. Driver's window must have safety net with quick release-latch.

8. Resilient padding designed for roll bar use must be installed on any roll cage member, which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must also be padded.

9. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. No lead weights will be permitted in driver's compartment.

10. All competing teams must possess a minimum 10-pound, aluminum, working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher

11. A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews.

12. Numbers must be a minimum of 21" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top as well. All car numbers must also carry an appropriate letter designation. Cars with drivers from the CRA Super Series or unaffiliated and north of Nashville will carry the "N". Cars with drivers from the Sunbelt Super Series or unaffiliated south of Nashville will carry "S" with their numbers. The top 40 cars in each series points will be permitted to keep their car number with the appropriate letter designation if they pre-register. A group's point standings will be used to resolve duplicate number issues within a group. All cars will need to neatly change their number or add a third digit prior to entering the racetrack. All competitors must call 800-984-7223 to register their number for this event.

13. A car number at least six inches (6") in height must be placed in the upper right hand corner of the windshield.

14. No fiberglass seats will be allowed. Aluminum seats will be required, mounted to loop on roll cage. No seats or belts may be mounted to the floor.

15. Hoods and deck lids must be securely fastened.

16. No part of any cooling system may be located in driver's compartment

17. Batteries must be securely fastened. If located in driver's compartment, battery must be in sealed-type box.

18. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team in the mandated spotter's area. Spotter must have the capability to monitor race control with a scanner. The Frequency will be announced race weekend.

II OFFICIAL DECISIONS

1. The official or officials in charge will act upon any situation not specifically covered in these rules at the time, whose decision will be final and binding on all participants. Officials may alter or amend these rules in the interest of fair competition at any time.

2. Event officials will resolve any disagreement over technical questions or operations. When their decision is rendered, such decision is final and binding, and can not be appealed or litigated. The chief scorer's decision will determine finishing positions in all races.

3. Continuous developments in racing may necessitate changes, which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to.

4. Whenever it is deemed dangerous to continue a race by the officials in charge, the event may be stopped and terminated. Official's decisions will be final regarding any decision to stop a race, and call the event completed, for any reason.

III CONDUCT

1. Upon admittance to a restricted area, all participants must conduct themselves in a manner not detrimental to stock car racing. Profanity in front of race fans, officials, management, profane signs or writing on cars, etc., will not be tolerated and may subject the offending party to disqualification, suspension, fine, or other penalties. UNSPORTSMANLIKE CONDUCT AND/OR CONDUCT DETRIMENTAL TO THE SPORT OF AUTO RACING WILL NOT BE TOLERATED.

2. General appearance of teams must be neat and clean looking.

3. A competitor may not stop his or her car on the track to discuss an incident with the starter or other officials, unless instructed to do so by the officials. Violations will subject the offender to disqualification, fine, or other penalties.

4. Verbal and/or physical abuse of officials, including improper language, will result in sanctions from the officials.

5. Fighting will not be tolerated. Drivers will be held responsible for the conduct of all persons connected with their car, and violations will be dealt with accordingly. Any person from a crew, including the driver, going to any area of the pits not designated as their own pit area, were any altercation erupts, will automatically be considered at fault and will be subject to penalties.

6. Any driver who, in the judgment of race officials, engages in rough driving, deliberately running into, blocking, or swerving in front of another car - may be subject to disqualification and/or other penalties.

7. Any driver who intentionally causes a caution condition by stopping or spinning out or any other action is subject to penalty in the form of lap(s), disqualification, fine, and/or other penalties.

IV COMPETITION RULES

A. Finishing Positions

1. Finishing positions will be determined according to the most laps completed in the least time, regardless of whether the car is running at the end or not.

B. Finishing Position Protest

1. Protests to finishing positions in any race must be made within thirty (30) minutes after the official results are posted. Such protests must be in writing and must be given to the Chief Scorer or Competition Director.

2. Scoring re-check decisions are final, and can not be appealed or litigated.

C. Inspections, Mechanical Protest

1. Officials may require an inspection of any vehicle at any time. Vehicles placing in the first five positions must present themselves at the inspection station immediately after the conclusion of the feature race for such inspection. A stagger check is the only allowed action after the race, unless otherwise authorized. No bolts, nuts or pins may be removed without an inspector present and being directed to by that inspector. Do not work on the car in any fashion until told to do so by a technical official.

2. A competitor must take whatever steps are required, including a complete tear down of the car, as requested by officials to facilitate inspection of the car.

3. Failure to present a car for inspection when requested to do so, or refusal to take steps requested by officials, will be considered an admission of guilt and will be grounds for disqualification.

4. Protests regarding alleged mechanical infractions must be made prior to the feature race being called to the track for the official lineup. The written protest must specify, in detail, a single, specific part or rule that is in violation, and be given to the Director of Competition, along with a fee of \$300. Mechanical inspection with respect to such protest will be made following the feature race. \$75 of the fee will be retained by the officials for administrative costs, with the remaining \$225 going to the winner of the protest. Only an owner in the same feature race may file a protest.

2007 SpeedFest



Advance Entry Form

Must be post-marked by 1-12-06

**You Must Pre-Enter to be Eligible
For Bonus & Secure Number**

Advance Entry Fee \$150 Due By Jan. 12 (\$200 if Late)

Send Checks to: USA International Speedway / P. O. Box 90097 / Lakeland, FL 33804

With their signature below, competitors agree that they have read the rules and agree to all official's decisions.

Driver's Name _____ Soc. Sec. No. _____ Car #: _____

Driver's Signature _____ Phone _____

Street _____ City _____ ST _____ Zip _____

Check Made Out To: _____ Soc. Sec. No. or Fed Id _____

Signature _____ Phone _____

Street _____ City _____ ST _____ Zip _____

Body of Car _____ Year _____ Chassis _____

Sponsors: _____

D. Penalties

1. Penalties for violations of the rules are determined by the gravity of the violation and its effects competitiveness. They may also be weighted as to discourage future infractions of a similar nature. Penalties may include disqualification, posting of bond, and fines.

E. Additional Rules

1. A driver may qualify only one (1) car, and a car may be qualified only one (1) time for each race program. If a car is scratched after a successful qualifying attempt, the driver may qualify another car if that car has not yet qualified.
2. All driver changes must be reported to an official prior to the race involved being called to the track. Any driver changes within the top 20 starting spots prior to start will result in that car starting 20th. All driver changes will be subject to official's approval.
3. No team may use a points-based starting position if they do not have a car in the pit area that is capable of competing.
4. Any car that loses a wheel, has a hood or trunk lid come off or open, or is observed dragging any part, or dropping any fluid, is subject to a black flag at the official's discretion.
5. Driver must remain with any disabled car to assist track removal.
6. Yellow laps count, but cars can not go a lap down under yellow. Saturday's race will have live pit stops, but cars can not go a lap down while pitting under yellow.

F. Qualifying Format

Nashville will be the tentative geographic dividing line for driver's North or South designation.

FRIDAY TWIN 100 QUALIFIERS

South 100: The top 24 South Qualifiers with a 3 to 8 inversion, plus top 6 from South Last Chance Race (Top 10 finishers transfer to 200).

North 100: The top 24 North Qualifiers with a 3 to 8 inversion plus top 6 from North Last Chance Race (Top 10 finishers transfer to 200).

SATURDAY SPEEDFEST 200

Pos. 1-20 from Friday's Qualifying races (10 each North/South)

Pos. 21-24 from next two fastest cars from each North/South Friday Qualifying

Pos. 25-28 from next two highest cars in each CRA and Sunbelt Points

Pos. 29-34 from top 6 in Saturday's one Last Chance Race

Pos. 35-36 the two fastest cars remaining from Saturday Qualifying

Only cars not locked into the first 28 starting positions will re-qualify on Saturday.

"Race Procedure Guidelines" will be distributed the weekend of the event.

PURSE Information:

Friday

(2 Races) 1. 2500 2. 1000 3. 700 4. 650 5. 600 6. 550
7. 525 8. 500 9. 475 10. 450 11. 425
12-20. 400 21-25. 350 25-30. 300

Saturday 1. 10000 2. 5000 3. 2500 4. 2250 5. 2000 6. 1750
7. 1500 8. 1300 9. 1100 10. 1000 11. 950 12. 900
13. 850 14. -24. 800 25-36. 750

**You Must Pre –Enter to be Eligible
For Bonus & to Secure Number**

Bonuses:

Top 5 Finishing CRA & SunBelt

Each Group – Each Night: **\$500-\$300-\$200-\$100-\$75**

Top 5 Finishing "All Others"

Friday (x 2 races) **\$250-\$150-\$100-\$75-\$50**

Saturday **\$500-\$300-\$200-\$100-\$75**

Super Late Model Schedule of Activities:

Thursday Jan 25

Rig Parking
Technical Inspection
Open Practice

Friday Jan 26

Technical Inspection
Practice
Qualifying
North/South Twin 100's

Saturday Jan 27

Technical Inspection
Practice all Cars
2nd Day Qualifying
Last Chance Race
SpeedFest 200

Full Schedule Announced at Later Date / Schedule Subject to Change

2007 SPEEDFEST

USA International Speedway

P.O. Box 90097

Lakeland, Florida 33804