# Grays Harbor Raceway (GHR)
# Super Stock Rules

**RULE BOOK DISCLAIMER**
The rules and/or regulations set forth herein are designed to provide the orderly conduct of racing events and to establish minimum acceptance requirements for such auto racing events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

**NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.**
These rules and regulations are intended as a guide for the conduct of auto racing at Grays Harbor Raceway and are no way a guarantee against injury, or death to a participant, spectator, officials or others. The Race Director and/or Technical Director shall be empowered to permit minor deviation from any of the specifications or rules herein, or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements.

**NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM SUCH ALTERATION OF THESE SPECIFICATIONS OR RULES.**
Any interpretation of, or deviation from these specifications or rules is left to the discretion of the Race Director, **Race Manager** and/or Technical Officials. Their decision is final.
**Minor drivers and their parents are responsible to read and understand the rules and regulations set forth in this rule book.**

**COMPETITOR OBLIGATION**
**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. ALL RULES ARE SUBJECT TO THE INTERPRETATION OF THE TRACK MANAGEMENT AND OFFICIALS, ANY EQUIPMENT THAT IS CONSIDER EXOTIC OR NOT IN THE SPIRIT AND INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. *IN THE INTEREST OF FAIRNESS THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION.***

**The spirit and intent of the rules is the standard by which GHR track events will be governed. GHR Tech officials are authorized to decide if an equipment change, or modification is an attempt to circumvent these rules. GHR officials can and will disqualify a race car in violation of the spirit or intent of these rules. If this rule book does not specifically state that you can alter, change or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by GHR officials by passing through prior technical inspections. SPIRIT OF THE RULE. Spirit of the rule means very simply, the intent of every rule and classifications. Additional adjustments, alterations, modifications, and/or replacements not covered by written rules should NOT be assumed to be legal under the SPIRIT OF THE RULE. SPIRIT OF THE RULE will be the final criteria by which rules will be interpreted and enforced.**

**GENERAL INFORMATION**
The Owner / Driver of each car represents to the Promoter and all others, that his car has satisfied all applicable rules, including but not limited to safety rules, whenever such Driver participated in any warm-up, practice or competitive laps. The Owner /Driver of each car is also completely responsible for ALL actions of Crew Members, Sponsors, or all else **associated with their team**. If you have any complaints, disputes, problems, or questions, only the Driver and/or Car Owner, or a designated team representative may approach and Official, in a civil manner to resolve the situation.

*All participants are expected to take pride in being part of Grays Harbor Raceway's weekly program. Auto racing entertainment is what we have to offer and we will not tolerate the lack of professional attitude, conduct or appearance of car, driver crew or others involved.*

This is a STOCK CLASS of car and all parts or components deemed by the Technical Officials to be non-stock will be prohibited. Use of prohibited parts may result in disqualification, fine and/or suspension to the Driver and/or Owner.

Any prohibited or illegal part found may become the property of Grays Harbor Raceway. Burden of proof for all construction, safety and legality rules will be the responsibility of the driver and/or car owner.

These rules are a guideline. Contact the Grays Harbor Raceway Technical Officials for questions about your racecar.

These rules are intended to create an inexpensive class of racing that is equally competitive and affordable for all participants at Grays Harbor Raceway.
Rules may be subject to change at any time in order to ensure a safe competitive level of competition.

**ELIGIBILITY**
**1.** Super Stock Drivers must have a membership and be a minimum of 16 years of age. All others admitted to the restricted area should be at least **twelve (12)** years of age. **Individuals under the age of eighteen (18)** must have a **signed**, notarized consent form from **both parents** or legal guardian on a form supplied by Grays Harbor Raceway. **NO EXCEPTIONS.**
**2.** Releases signed by individuals under 21 years of age are not valid in the State of Washington.
**3.** All Super Stock drivers, must be registered members of Grays Harbor Raceway in good standing.
**4.** All entrants must have a valid Grays Harbor Raceway pit pass. **ENTRANTS MUST WEAR THEIR PIT BAND AT ALL TIMES.**

**PROTEST, APPEALS AND COMPLAINTS**
**1.** All manner in which protests and appeals must be made in the Super Stock Division, shall be governed by this rulebook.
**2.** Any complaints, disputes, questions, or problems must be directed, **by the Driver or the registered Car Owner to the Race Director or Race Official in the pits.**
**3.** Protests, as to an official decision, must be submitted in writing, by the Driver or registered Car Owner to the **Race Director or Race Official in the pits** within 20 minutes of the official decision being levied. Only a Driver or registered Car Owner in the same class and event may submit a protest.
**4.** If a Grays Harbor member who is a competitor believes that another competitor has or will obtain a significant unfair advantage by some action that the member believes is in violation of the rules, the member may protest such action to the Grays Harbor Raceway

Race Director/ Race Official in the pits. The protest must be made in writing by the competitor (or Car Owner) within twenty minutes after the checkered flag is displayed signifying the completion of the race. Each separate protest shall be accompanied by a $500.00 cash protest fee. The Race Director and/or Technical Director shall decide whether the matter is protest-able, and if so shall decide the protest as promptly as possible, and shall inform the parties to the protest of the decision. A decision that the matter is not protest-able is final and non-appeal able.

In deciding the protest, Grays Harbor Raceway Officials may take whatever action deemed appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualification's, suspension, fines, and/or loss of finishing position(s) in the event), awarding or subtracting of points, or taking no action. Their decision is final. If the protest is allowed, the money will be reimbursed to the person protesting, less $50.00 for chassis or $50.00 for the engine, for administrative fees. If the protest is disallowed, the money will go to the person being protested, less $50.00 for chassis or $50.00 for the engine, for administrative fees.

**TRACK RULES**

**1.** It is the responsibility of each race team to have in their possession, a current set of rules for the division that they are participating in. If a Registered Car Owner or Driver disputes or protests the rules and that team does not have a current set of rules in their possession in their pits the protest will be disallowed.

**2.** The **Race Director/Race Officials** will be the sole **authority** in the pits. The **Race Manager with the assistance for the Race Director** will be in charge of on-track competition. The Technical Director **with the assistance of the Race Director** will enforce all tech legality and protests.

**3. Management** 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 conditions and once the race has passed the half waypoint, it will be an official race.

**4.** Any complaints, disputes, questions, or problems must be directed, **by the Driver or registered Car Owner**, to the Race Director/Race Official in the pits immediately following the event.

**5.** When asked to remove a part or tear down for tech inspection and you refuse, you are subject to a fine, probation, disqualification, and/or suspension.

**6. Protests, complaints, disputes, or problems, will be handled in the pits at the completion of that race or completion of the nights racing events if possible by the Race Director. Complaints are not to be made to the scorers or announcers. Any driver, car owner, crew member or family member who goes to the scoring tower at any time to dispute a call will result in the driver and/or car owner of the car being fined and or suspended.**

**7.** Any Driver stopping on the racing surface to argue with an Official, in regards to an officials decision, will be automatically sent to the rear of the field or disqualified from the event, the Race Director will have the final authority.

**8.** Any Driver or Crew Member who is injured or involved in an accident must submit to a check by the medical attendants. Any Driver involved in a serious accident will not enter or re-enter a race until approval to do so is given by Officials and medical attendants.

**9. Driver's meeting is mandatory. Driver must attend**

**10.** Radios are **NOT** allowed in the Hobby Stock division, but Raceceivers will be mandatory in the Super Stock division. **All cars must run a transponder; transponder must be mounted no more than 33 inches in front of the centerline of the rear axle. 11.** Permission must be obtained from the Race Director before any practice and or safety laps,

other than the designated practice time may be taken. **It is the car owner / drivers responsibility to make sure that their car is legal and meets all safety standards. It is not the management's responsibility other than at post race inspections.**
**12.** Any unauthorized persons entering onto the racing surface during race conditions will result in a disqualification, penalty, fine, or suspension, to the person and affiliated Driver.
**13.** No personal cars or vehicles in the pit area.
**14.** One person should remain with the race car at all times.
**15.** All Rookie drivers must start at the back of all events for the first two weeks of racing **or until deemed by race management to be capable of starting in his/hers earned position**. Rookies must have a rookie ribbon on the back of the car.
**16.** Waste oil must be placed in waste oil barrels at the designated waste oil area. Failure to do this will result in a minimum fine of $200.00.
**17.** Unsportsmanlike conduct by drivers will not be tolerated. An appropriate penalty will be issued.
**18. Verbal or physical abuse** of any Race Official, Management or anyone will not be tolerated. May be subject to Minimum one week suspension, fine or both.
**19.** Any competitor or Crew Member who participated in a fight **or verbal bullying** in the pits, or on the race track, or on the premises, may be subject to a minimum of $500.00 fine, suspension, and/or loss of points and positions in the event.
**20.** Any competitor or Crew Member, who has a pit band, who is **under the influence** of any alcoholic beverage, drugs or is otherwise under the influence **of any controlled substances** will result in disqualification and a possibly a minimum fine of $500.00 along with a suspension. Violators will be reported to the sheriff's office.
**21**. **Prescription Drugs** Any participant using over the counter medication or medication prescribed to them by a physician that may restrict or impair their ability to perform a task should not attempt to perform the task.
**22.** Any competing car, whose speed has been reduced to the point where it could cause a safety problem, may be removed from the racing surface at the option of the Race Manager.
**23. If at the conclusion of the season 2 or more drivers and / or car owners are tied in points they will be awarded equally for the tied position.**
**24. ROOKIE OF THE YEAR:** If you are competing for Rookie of The Year, you must not have competed in more than five (5) races in your division and/or an upper division, in any year prior.
**25.** Any car continuously unable to start under its own power may be liable for a penalty or disqualification from the event or from the complete program.
**26.** Any Driver or Crew that does not take their car to the line-up grid, when requested by the Officials, may be required to start at the back of the line-up for that event.
**27.** If a car is dead on the track, when racing is in progress, the Driver must stay in the car with seat belts fastened until the race is stopped, except in case of a fire or rollover. Failure to comply may result in a penalty, disqualification, and/or suspension.
**28.** No racecars will be allowed on the track until the track has been opened for official practice or racing.
**29.** No persons allowed to ride on the outside of a racecar, tow vehicle or trailer at any time.
**30.** No speeding in the pits. You must use caution while driving in the pit area or you will be subject to a fine or suspension. No erratic driving.
**31.** Per the GHR track insurance company, quads will be limited to Sprint Car Teams ONLY, with restrictions. One quad per team and the quad must come with the team not in a separate vehicle. **Maximum** speed limit of **10** mph at all times. It is the drivers / owner responsibility to adhere to the Manufactures operational and safety standards when operating an ATV or quad type vehicle. Failure to comply may result in a fine and/or loss of privilege.
**32.** No firearms allowed in the pit area.

**FLAGS**

**1. ORIGINAL START:** You must take the original Green Flag at the start of the main event in order to compete in that main event. If you come out once the race has started, you will be **disqualified** Exception: Any qualified car that did not start at the original start of the event and was not replaced by an alternate car may join the event at the rear on the next race stoppage, provided the event has not exceeded 20% of said event at the discretion of the Race Director..

**2.** On the original start of any race, Drivers must stay double file nose to tail and may not pass until you cross the chalk line in turn four. If you pass before the chalk line, you will be penalized two positions at the next race stoppage or at the end of the race. There will be a white line in turn 4 to indicate where the race is started. Drivers on the front row of any race that deliberately jump a start may be put back a row at the discretion of the Race Director.

**3.** On any start of a race, if a car drops out, the row will move up, **no criss crossing**.

**4. RE-STARTS:** All restarts will be double file behind the leader, the leader will set the pace. No passing until you pass the chalk line in turn four. If there are two (2) false restarts the Race Director may choose to go to a single file restart with a cone, at the discretion of the Race Director. If you pass before the chalk line, or the cone if single file restart or hit the cone you will be penalized two positions at the next race stoppage or at the end of the race.

**5. GREEN FLAG:** On any start or re-start, you will always receive the green. If the Race **Manager** does not like the start, it will be yellow flagged and re-start the race. Drivers on the front row of any race that jump deliberately may be put back a row on the restart. You must remain side by side until you pass the chalk line in turn four.

**6. WHITE FLAG:** The White flag indicates one lap remaining in the event. Should the race be stopped on the last lap, the re-start will consist of two (2) laps, a green flag, white and a checked.

**7. BLACK and WHITE CHECKERED FLAG:** A Checkered Flag will indicate the end of the event. If the leader receives the Checkered Flag and crosses the finish line the race will be scored complete. Cars crossing the finish line before the race stoppage will be scored accordingly, the remaining cars will be scored as they completed the previous lap. Cars involved in the stoppage will be scored last on their respective lap.

**8. YELLOW FLAG:** A yellow flag condition is considered a race stoppage. Cars will slow to a pre-race speed and maintain a single file line. Cars out of position will be advised by track officials **and/or over the Raceceiver frequency** where to line up.

**8.**1 if a **Pace Truck** is on the track, **no cars are allowed to pass it** without permission. Violators will be sent to the rear of the field or disqualified.

**8.2** Cars entering the work area during a yellow flag condition, that complete the work before the race is ready to resume will be allowed to restart at the rear of the lineup. Lineup will be in the order in which they return to the track.

**8.3** Cars involved with the race stoppage that go to the work area will be given the time it takes the pace truck to complete two laps past the flagman to make repairs. The laps begin when the last car involved makes it to the work area. Lineup will be the order in which they return to the track. **Cars not involved in the race stoppage that go to the work area will not get a two lap work period. The race will resume when the lineup is correct. Any driver causing two yellow flags will be disqualified for that event.**

**9. RED FLAG:** Cars must come to a complete, safe stop. Drivers are not allowed to move their car off the track on a red flag. Drivers may exit the track, only by permission of an Official or when the track goes to a yellow condition. Failure to abide by this rule will result in a disqualification. On an **"Open Red"**, the crew may work on the car on the track. If a tire change is required, the car must go to the work area.

**10. BLACK FLAG:** If a driver receives a black flag during an event, driver must enter work area for explanation. Drivers receiving a black flag will leave the track immediately, failure you to do so will result in disqualification from that event and may be fined.

10.2 Drivers that are black flagged for mechanical or safety reasons may return to the event once repairs are made and the track is open.
10.3 If a driver is black flagged and stops to create an intentional yellow, driver is subject to a penalty or fine.
10.4 A furled black flag will be a warning against on-track violations.
**11. Blue Flag with a Yellow Stripe: If a driver receives a blue flag with a yellow stripe. It means hold your grove leaders are coming up upon you.**

**RACE PROCEDURES AND LINEUPS**
**1.** Pill draw will determine heat races. Drivers will receive up to three (3) hot laps before the nights racing
**2. Heat Races: 27 or less cars: 2 or 3 heats** will be **eight (8)** laps. Heat races will be lined **straight up from the pill draw**. The top five cars will transfer to the 'A' main. Heat race finish determines the main event line up before the invert.
**3. MAIN EVENT: Twenty (20) laps. 18 cars is considered a full field, a** maximum of twenty one (21) cars may be allowed to start the A-Main at the discretion of Management. **Straight up by heat race finish before inversion is applied.** If the Super Stock class has twenty one or more cars entered there will be a "B" Main.
**B Main** will line straight up from there heat finish. The number of "B" main cars transferring to the "A" main will be the number that bring the "A" main to eighteen (18) cars
**4.** Feature line up will be inverted by '0', '4', '6', '8' or full invert cars for the start.
**5. On Mid-season <u>the format will be a regular event format with pill draw, heats and mains.</u>**
**5.2 Championship night the top six (6) in car owner points will be locked into the 'A' main. They will line straight up by points, they will race a six lap scramble race. The finish determines the starting lineup for the main. All other cars will draw a pill and start straight up behind the top six.**
**6. Cars that enter the work area with 5 laps or less remaining in the race will not be given the 2 lap wait period for repairs. When the lineup is correct the race will resume.**
**6.2 Lapped cars will be put in running order behind the lead lap cars when 5 laps or less remain.**
7. Each driver can qualify only one car. No driver will be permitted to change cars after taking the green flag of his/her **Heat Race**. An exception to this rule will be a two day race.
**8.** Race format will be presented at the drivers meeting.
**9.** The lineup posted on the pit board shall be final. In the event of a car dropping out, the row will move straight forward.
**10.** The start will be official with the green flag. No passing the pace vehicle without permission. Violators will be sent to the rear of the field or the pit area.
**11.** A white line or Cone will be placed on the turn 4 area for all double file starts. A cone will be placed on the front stretch for single file restarts. All cars must remain in proper order until they pass the chalk line or cone. If the front row car or cars are out of position a yellow may be displayed, and a warning given to offender. Any further violation will result in the offender being placed a row back. Any other car not in proper position, in the Officials judgment, may be penalized a minimum of 2 positions for each position gained. This penalty will be imposed on the next race stoppage. If there is no race stoppage the penalty will be enforced at end of race.
**12.** The winner and the second place car of the "A" main will start at the back of the field at the next "A" main they qualify for.
**13.** Top three to tech in heats and mains.

**POINTS SYSTEM**

| **Heat Race** | **Main Event** | | |
|---|---|---|---|
| 1 = 10 | 1 = 100 | 11 = 74 | 21 = 54 |
| 2 = 9 | 2 = 95 | 12 = 72 | |
| 3 = 8 | 3 = 90 | 13 = 70 | |
| 4 = 7 | 4 = 88 | 14 = 68 | |
| 5 = 6 | 5 = 86 | 15 = 66 | |
| 6 = 5 | 6 = 84 | 16 = 64 | |
| 7 = 4 | 7 = 82 | 17 = 62 | |
| 8 = 3 | 8 = 80 | 18 = 60 | |
| 9 = 2 | 9 = 78 | 19 = 58 | |
| 10 = 1 | 10 = 76 | 20 = 56 | |

**50 points** will be awarded to all drivers that take a competitive green flag but fail to make the "A" feature.

# Banquet

**1.1To receive a trophy, 3 criteria's must be met:**

**1.2 Car owner(s) competing under the same number must compete in a minimum 80% of the point's races.**

**1.3 Car owner must be in good standing with Grays Harbor Raceway.**

**1.4 Car owner and/or driver must attend the banquet.**

**COMPETING MODELS & BODIES**

**1.** Open to any 1960 current North American full size passenger car, no vans, pickups, convertibles or 4 wheel drives. Minimum wheelbase 101". **Minimum weight 2,750 lbs with driver, for a sealed 602 GM Crate Engine, and 3,150 lbs with driver for any other combination (see Engine Package Rules below)**, at all times, no tolerance. **Added ballast must be securely fastened with a minimum two (2) ½" bolts.** no titanium parts or components allowed.

**2.** All bodies must remain in stock location and height. Aftermarket fiberglass or steel bodies allowed must be stock appearing, no outlaw dirt bodies, **no wedge or homemade bodies allowed**. After market front fenders, door skins, front noses and rear bumper covers allowed. Rub rails allowed must be capped on both ends.

**3.** Front inner fender wells may be removed; wheel openings may be cut for tire clearance only. Hoods and deck lids may stripped, hood must be secure and have a minimum of three hood pins, and deck lid must have a minimum of two hood pins.

**4.** Rear spoiler allowed, if not OEM spoiler not to exceed **6 inches in height with 7 inches of material.** Spoiler can be no wider than stock quarter panels.

**5.** Tow hooks front and rear are mandatory.

**6.** All cars must have front firewall**. Non-stock front firewalls must have a minimum 1 ¼" x.120 thick steel tubing from the LF upright to the RF upright approximately 20" – 30" above main frame rail.** Drivers compartment from front firewall to rear firewall must be sealed from rest of car. All holes in the front and rear firewall must be sealed. Trunk floor pan and wheel wells may be removed.

**7.** All glass must be removed; windshield openings must be strapped with a minimum 1 1/4" straps or tech approved substitution.

**FRAME AND SUSPENSION**

**1. All frames must be complete and retain OEM front and rear clips with stock specifications and dimensions as manufactured.**

**2.** All suspension components must be stock steel OEM for make and model. Stock OEM ball joints, no screw in type or Howe type ball joints allowed.

**3. Tubular A-arm will be allowed but must be NON adjustable, made of steel and use stock mounts and ball joints.**

**4.** Aftermarket 5-inch springs allowed. Adjustable spring pockets or adjustable spacers allowed. **Weight jacks allowed. One (1) Spring or leaf spring per corner.**

**5.** Rear leaf springs must be steel, adjustable rear shackles and lowering blocks allowed. No composite leaf springs allowed. **No Mono Leafs. NO Fast Boy Attachments to the Rear Leaf Springs. No Adjustable Lowering Blocks.**

**6.** Stock sway bar must be mounted in stock location.

**7. One (1) steel non-adjustable, rebuildable shock per corner. Front shock mounting location optional. Front and rear shocks may have heim ends.** Rear shock must mount in stock location. **May be moved to inside of frame rail for clearance, but must remain in line with stock location.**

**BRAKES**

**1.** Must have stock OEM operational four wheel brake system.

**2. No side to side adjustable proportioning valves or brake biased adjusters will be allowed. No right front shut off. Front to rear biased is allowed.**

**3. NO Rear Brake Floaters.**

**REAR ENDS**

**1.** Stock rear axle housing may be replaced by a Ford 9", floaters allowed. Must use stock mounting hardware and mount in stock location. **Lower arm mounts on the housing only, in the stock position, Center of GM rear lower control arm bolt hole must be (2 1/4" - 2 1/2" from bottom of housing) both left and right sides the same. Non adjustable.** Replacement OEM axles allowed and highly recommended.

**2.** Locked differentials allowed, mini spools, spools or welded only**. NO Detroit Locker style rear ends. No Torque divided, goldtrack or locker type differentials allowed.**

**TRANSMISSIONS & CLUTCHES**
**1.** Transmission must be OEM production, manual or automatic. Transmissions may be Lightened and first gear removed. All Transmissions must have reverse gear.
**2.** Automatic transmissions must have a fully operational torque converter.
Torque converter must be 10" or larger. No direct lockup transmissions allowed.
**3.** Stock OEM type clutch assembly's only, aftermarket pressure plate allowed, minimum 10 1/2" single disc clutch, Hydraulic throw out bearing allowed.
**4.** Stock OEM steel flywheels or aluminum. Steel flywheels may be lightened.
**5.** Transmission cooler and oil lines must be enclosed in a steel line if run through the drivers compartment.
**BELL HOUSING**
**1. An approved Steel scatter shield is required.**
**DRIVESHAFTS**
**1.** One piece steel drive shafts only.
**2.** It is mandatory that two 1/4 inch x 1 1/2 inch steel drive shaft hoops, front and rear be installed in a safe manner. Chain may also be used.
**3.** All drive shafts must be painted white.
**WHEELS AND LUGS**
**1.** 10 inch maximum steel wheels ONLY. Reinforced or racing wheels **only.**
**2.** Wheel studs must protrude past lug nuts. 1-inch lug nuts mandatory, 5/8-inch wheel studs mandatory.
**3**. The use of bleeder valves is not permitted, one valve stem per wheel.
**TIRES**
**1. SLICKS ONLY! No grooving, sipping, soaking or altering tire in any way. Tires may be sanded or ground to eliminate 'glazing'. Hoosier #10720 27.0/10.0/15 (86.5"), #10710 27.0/10.0/15 (85") #10700 27.0/10.0/15 SX (84") size with a compound of 3035 or 3045 only and the American Racer EC83 and EC84 10".**
**2.** Tire softening or soaking is not permitted. Penalty for tire soaking will be loss of points and money/fine and or suspension.

**PRIOR TOTHE 2022 SEASON, THE ENGINE PACKAGE WILL BE REVIEWED FOR POSSIBLE CHANGES**

**ENGINE PACKAGES**
**1. The GM Crate Engine part # 88958602 is optional. Tampering with the crate engine shall be subject to $1000.00 fine, loss of all accumulated points & suspension for 1 year. GM Crate Engine PN # 88958602 may use a box stock Holley 650 CFM 80541-1 Holley Carburetor. The only modifications or alterations allowed will be the removal of the choke plate, replacing jets, power valve, squirter nozzle size. Absolutely no other modifications will be allowed. Must have two (2) throttle return springs. Cars must run an air cleaner at all times.**
**Weight 2,750 pounds. Non Crate 602 cars must be min. 3,150 Pounds.**
**2.** Stock steel OEM Block, Stock steel OEM heads, Factory stock or OEM replacement parts, **no alterations to ports.** Oversized valves, guide plates, roller rockers and screw in studs are allowed. **No high performance or aftermarket blocks or heads allowed except for the following:**
**2.1 Stock per make configured Dart steel blocks allowed.**
**2.2 Chevrolet motors will be allowed to use a Dart steel head with a maximum intake port volume of 200cc. Ford motors may use a steel head with a maximum intake port volume of 208cc. NO PORTING OR POLISHING OR ALTERING INTAKE OR EXHAUST PORTS/RUNNERS.**

Maximum 390 cubic inches (no de-stroked 400 engines). Single carburetor, **see the new manifold rules (3) for Carburetor height**. No additional air holes anywhere. Must have 2 return springs. Must have air cleaner at all times.
**3. Any intake manifold. Manifold rise may not be more the 7.750 (7 ¾"), this is measured on the front side of the carburetor from the valley of the manifold to the bottom of the carburetor.**
**4.** All engines must be no father back so that the **center of the furthest forward spark plug of the engine** is in line between the center lines of the lower ball joints.
**5.** No holes, tubes, funnels or any device which may control or redirect the flow of air is permitted inside the air cleaner or between the air cleaner and carburetor.
**7. All carburetors must comply with Grays Harbor Raceway's tech.**

**IGNITION AND BATTERY**
**1.** MSD ignitions allowed, no magnetos allowed. Crate Engine must use stock HEI that comes with the engine. **2.** Battery must be mounted in a sealed covered and vented battery box that is located in a safe manner with protection for the driver and others.
**3.** All electrical switches must be located within easy reach of the driver.
**4.** A labeled on/off master switch is required, and must be connected to the battery cable in such manner that would cut all electrical power to the car and be located in the drivers compartment so that it is accessible from both sides of the car.

**EXHAUST MANIFOLDS**
**1. Cast iron exhaust manifolds or conventional type headers allowed, no stepped headers, maximum 1" 3/4"'s tube size. Must run duel exhaust. No two into one exhaust systems allowed, no crossover or 180 degree headers allowed.**
**2.** Mufflers required; exhaust must extend past the drivers compartment. **95 Dba @100'**
**RADIATOR**
**1.** Radiator must be stock appearing and in stock position.
**2. Steel or Aluminum radiators are permitted.**
**3.** A fan shroud must be installed if using a steel fan.
**4.** An overflow catch can (one gallon minimum) connected to the radiator overflow is mandatory. No antifreeze allowed.
**GENERAL SAFETY**
**For all safety devices it is the responsibility of the driver, not Grays Harbor Raceway, its officers, or its agents to ensure his/her safety device systems are correctly installed, maintained, and properly used at all times. As with safety items, Grays Harbor Raceway strongly recommends that the driver fully study all manufacture's installation and usage guidelines and adhere to these recommendations to the highest extent possible.**
**ROLL CAGE**
**1.** Cars must be equipped with a minimum full four point or better roll cage. Roll cage material must be a minimum of 1-1/2-inch to 1-3/4-inch maximum roll bar tubing of .090 wall thickness or 1.66 OD Black steel pipe of .120 wall thickness.
**2.** All welds on main cage must be gusseted.
**3.** Main cage must be welded directly to the frame in a full frame vehicles or be welded to a 6-inch by 6- inch by 1/4-inch steel plate that is welded to the floor pan.
**4.** All roll cages must be full perimeter cages. Main roll cage hoop cannot be any further back than the striker plate, no offset roll cages allowed. No straight rail frame cars allowed. No offset cages allowed**. Cage must have minimum of four door bars on driver's side and 3 bars on the passenger side. Driver's side door bars must follow contour of door, passenger bars may be straight.** It is highly recommended that the door bars be plated with 1/8" steel or aluminum on the outside of the door bars covering 2/3's of the door. One dash bar across the front of the roll cage, two vertical door support bars on each door, two horizontal bars behind the seat, one diagonal bar behind the seat from the top corner of

the cage to the opposite bottom of the cage and two bars from the top of the hoop down to the rear frame or trunk floor. **5.** Front hoop allowed.

**FUEL CELL AND FUEL LINE**

**1.** Fuel cell shall be securely mounted behind rear axle in the trunk area as far forward as possible.
**2. Fuel cell must be minimum of 10-inches off the ground at all times.**
**3.** A steel framework, welded to the frame rails, must be used to mount the fuel cell. The frame work must be fabricated from a minimum of 1"x 1" .083 square tubing.
**4.** Two straps longwise and two straps crosswise across the top of the fuel cell. The material for these straps must be a minimum 1"x 1" .083 square tubing or 1-1/2" x 1/8" steel strapping.
**5.** Fuel cells must be bolted to the framework.
**6.** A fuel cell protector bar made from a minimum of 1-1/4" x .090 steel tubing is required. The fuel cell protector bar must attach to the frame rails and extend down below the fuel cell with a center bar that attaches to the rear frame cross member.
**7.** Fuel lines must be enclosed in a protected conduit (steel tubing), if run through the drivers compartment **and painted red.**
**8. No electric fuel pumps allowed**.
**9.** Only OEM type mechanically driven fuel pump allowed. Fuel pump must mount in stock location.
**10.** Glass fuel filters are not permitted.

**PROTECTIVE**

**1.** It is **Required** that at all times, the driver wear **a full face helmet Snell SA 2010 or newer**, a driving suit and gloves of fire resistant material that effectively covers the body, as well as fire resistant shoes, socks, head sock and underwear. Drivers suits with rips, tears and holes will not be permitted. All persons packing the track must wear all appropriate safety gear and follow packing directions from track workers.
**2.** It is recommended that that the driver's suit be the best quality fire protection available.

**SAFETY**

**1.** It is highly recommended that the driver carefully study the seat belts manufacture's installation. **Seat belts must not be more than 2 years old.**
**2.** All seat belts must be a complete matching set from the manufacturer.
**3.** A Quick Release seatbelt no less than 3-inches in width is compulsory. Both ends of the lap belt must be fastened to the roll cage with high quality bolts, not less than 3/8- inch in diameter.
**4.** Shoulder harness must be no less than 3-inches in width and must come from behind and below the top of the driver's seat. 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. No inertia reels are permitted. Use the manufactures recommendation for installation.
**5.** A center crotch belt must be used. It must be a minimum of 2-inches wide and mount to the roll cage seat mount.
**6.** Where the belts pass through the seat edges the edge must have a grommet or be rolled so as to prevent the belt from being damaged.
**7.** All belts must connect in a single latch, at the lap belt. Latch must be approved quick release type.

**SEATS**

**1.** A professional racing seat is required. Approved seat must be made of aluminum and manufactured specifically for auto racing.

**2.** Seat must be mounted with a minimum of 3/8-inch grade 5 bolts. Minimum two bolts in the bottom and two in the back of the seat. Use manufactures recommendations.
**3.** It is recommended that the seat also offer rib protection and have leg extensions.
**4.** Headrests recommended on both sides.
**5.** No fiberglass, plastic, or homemade seats permitted.

**WINDOW NET**

**1.** A window net is mandatory, rib style or mesh is allowed. The net must be permanently mounted at the bottom and have an approved quick release at the top.
**2.** Window net must be within five years of manufactures date.
**3.** Window net must have manufactures date and tag or it will not be permitted.
**4. All roll bars around drivers head must be padded with approved padding.**

**APPEARANCE & NUMBERS**

All cars must be neatly painted with contrasting numbers. Numbers should be minimum 18 inches high and 3 inches wide and be legible from sides of car and roof. Roof numbers to be read form the passenger side of the car. Numbers will only be issued by Grays Harbor Raceway. **Numbers will be issued with registration.** There will be no duplicate numbers; any driver competing in the previous season will have until the third race to purchase their number before it will go back into the system.

**Decisions of Grays Harbor Raceway Management and/or Officials are final and binding without exception.**

**Any part or equipment found during an inspection or any other time that does not meet applicable Grays Harbor Raceway standards may be confiscated by GHR Tech Officials for further evaluation. Failing to not forfeit the part or parts may result in a fine, and/or loss of points and/or suspension.**

**Grays Harbor Raceway Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time.**

**No equipment will be considered as having been approved by reason of passing through inspection, GHR Officials recommend that you carefully study the Grays Harbor Raceway rulebook in order to be familiar with all aspects of the rules, safety and racing. Follow the manufactures recommendations on all parts, safety components and gear.**

**If you are considering a part, modification or procedure not covered in these rules, contact Grays Harbor Raceway management before proceeding with any purchases or modifications.**

**If you have any questions regarding the rules set forth, contact the Grays Harbor Raceway management.**

**In keeping with Grays Harbor Raceway's commitment to maintaining proper balance in the competition arena, it may be necessary for Grays Harbor Raceway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition.**