

Grays Harbor Raceway

Super Stocks Book 2026



1-29-2026

PLEASE NOTE THAT ANY UPDATES TO THESE RULES WILL BE POSTED ON:
www.graysharborraceway.com

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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 (GHR) Events 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.
- 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 CONSIDERED 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 all GHR track events will be governed. GHR Track Tech officials are authorized to decide if an equipment change, or modification is an attempt to circumvent these rules. GHR Track 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 track 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**.

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- A. Points

No Driver, car owner, mechanic or pit crews shall have claim for damages, expenses or otherwise against Grays Harbor Raceway, promoter, or any officials, by reason of disqualification, confiscation, or damage to, either race car or driver or both; and car owners, driver, mechanics and pit crews agree the track is in safe condition if they take part in racing activities.

1.0 Safety

A. Cap Insurance

- a. Cap Insurance for all minor drivers (14 to 17 years old) mandatory for 2026 race season and Cap Insurance will be mandatory for all drivers in 2027 race season. <https://www.competitiveadvantageprogram.com/>**

B. Personal Safety Gear

- a. The following must be worn during any event other including wheel packing. All applicable items must be Nomex and SFI rated.**
- b. Racing shoes and gloves mandatory.**
- c. Fire retardant neck collar or Hans type neck collar recommended.**
- d. Flame resistant suit designed for auto racing (mandatory).**
- e. Full face Snell SA 2015 helmet or newer.**
- f. The first offense seen without the safe gear on while driving you will be disqualified for that event and removed from the racing surface.**
- g. The second offense will be disqualified for the remainder of the night and loses points for that night.**
- h. It is recommended that the driver's suit be the best quality fire protection available.**

C. Seat

- a. High-back aluminum double wrap around racing seat.**
- b. Installed to manufactured specification**
- c. Installed to the roll cage not the body of the vehicle**
- d. No fiberglass, plastic, or homemade seats permitted**
- e. Headrests are recommended on both sides.**
- f. It is recommended that the seats also offer rib protection and have leg extensions**
- g. Seat must be mounted with a minimum of 3/8-inch grade 5 bolts.**
 - i. Minimum two bolts in the bottom and two in the back of the seat**

D. Seat Belt

- a. Current five point seat belt harness.**
- b. Each car will be equipped with a minimum of an SFI 15.5 or SFI 15.1 approved restraint system.**

- c. **UNTIL THE DATE OF THE BELT EXPIRATION (TWO YEARS FROM THE DATE OF MANUFACTURE)**
- d. **LATCH TYPE 5-POINT SEAT BELTS** mounted per manufacture. (Must have label) **Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation, the fasteners must be magnetic steel unless using a type of mount in which seat belts wrap around the roll cage.**
- e. **Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.**
- E. Driver Area
 - a. Driver's area roll bars must be padded.
- F. Driver Window Net
 - a. Driver's window net with quick release.
 - b. Must be installed to manufactured specification
 - c. **Window net must be within five years of manufacture date.**
 - d. Rib style or mesh is allowed.
 - e. All roll bars around the driver's head must be padded with approved padding
- G. Fire Control
 - a. It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 lb FFF or equivalent.

2.0 Car Specifications

- A. Competing Models
 - a. Open to any 1960 current North American full size passenger car, no vans, pickups, convertibles, or 4-wheel drive vehicles.
 - i. Minimum wheelbase 101".
 - ii. **Minimum weight 2,750 lbs with driver for a sealed 602 GM Crate Engine.**
 - iii. **3,150 lbs with driver for any other combination (see Engine Package Rules below), at all times, no tolerance.**
 - iv. Added ballast must be securely fastened with a minimum two (2) ½" bolts.
 - v. No titanium parts or components allowed.
- B. Bodies
 - a. All bodies must remain in stock location and height.
 - i. Aftermarket fiberglass or steel bodies allowed must be stock appearing.

- ii. No outlaw dirt bodies, no wedge, or homemade bodies allowed.
- iii. Aftermarket front fenders, door skins, front noses and rear bumper covers are allowed.
- iv. Rub rails allowed must be capped on both ends.
- v. OEM appearing aftermarket plastic nosepieces allowed. Camaro nosepiece (Performance Bodies part #45X040 and Dominator part #DOM330) and Mustang nosepiece (Performance Bodies part #46X040) are allowed with a maximum installed width of 73 inches.
- vi. If used, must use Camaro on GM body and Mustang on Ford body. (All nosepieces and bodies Subject to Tech approval).
- b. Front inner fender wells may be removed; wheel openings may be cut for tire clearance only.
 - i. Hoods and deck lids may stripped
 - ii. Hood must be secure have a minimum of three hood pins
 - iii. Deck lids must have a minimum of two hood pins.
- c. Hoods and deck lids may stripped
- d. Deck lid must have a minimum of two hood pins
- e. All glass must be removed
 - i. Windshield openings must be strapped with a minimum 1 1/4" straps or tech approved substitution.

C. Spoiler

- a. Rear spoiler allowed.
- b. If not OEM spoiler not to exceed 6 inches in height with 7 inches of material.
- c. Spoiler can be no wider than stock quarter panels.

D. Tow hooks

- a. Tow hooks front and rear are mandatory.

E. Firewalls

- a. All cars must have front firewalls.
- b. Non-stock front firewalls must have a minimum 1 1/4" x. 120 thick steel tubing from the LF upright to the RF upright approximately 20" – 30" above the main frame rail.
- c. The driver's compartment from front firewall to rear firewall must be sealed from the rest of the car.
- d. All holes in the front and rear firewall must be sealed.
- e. Trunk floor pan and wheel wells may be removed

3.0 Roll Cage

A. Tubing

- a. Cars must be equipped with a minimum full four point or better roll cage.
 - i. Roll cage material must be a minimum of 1-1/2-inch to 1-3/4-inch maximum roll bar tubing of .095 wall thickness.
 - ii. 1.66 OD Black steel pipe of .120 wall thickness.
 - iii. **No iron, galvanized pipe or fittings, square tubing, brazing or soldering allowed.**

B. Design

- a. Main cage must be welded directly to the frame in a full frame vehicle
- b. All roll cages must be full perimeter cages.
- c. Main roll cage hoop cannot be any further back than the striker plate, no offset roll cages allowed.
- d. No straight rail frame cars allowed.
- e. No offset cages allowed.
- f. Cage must have a minimum of four door bars on the driver's side and 3 bars on the passenger side.
- g. 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.
- h. Front hoop allowed.

C. Driver Side

- a. Cage must have a minimum of four door bars on the driver's side
- b. Driver's side door bars must follow the contour of the door
- c. 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

D. Passenger Side

- a. 3 bars on the passenger side.
- b. Passenger bars may be straight.

E. Bracing

- a. All welds on the main cage must be gusseted.
- b. Be welded to a 6-inch by 6- inch by 1/4-inch steel plate that is welded to the floor pan.
- c. All weld junctions should have a 1 1/2" x 1/8" gussets.

4.0 Frame

A. Frame

- a. All frames must be complete and retain OEM front and rear clips with **stock specifications and dimensions as manufactured.**
- b. The stock sway bar must be mounted in the stock location.

B. Front Suspension

- a. All suspension components must be stock steel OEM for make and model.
 - i. Stock OEM ball joints.
 - ii. No screw in type or Howe type ball joints allowed.
- b. Tubular A-arm will be allowed but must be NON adjustable.
Made of steel and uses stock mounts and ball joints.
- c. Aftermarket 5-inch springs allowed.
 - i. Adjustable spring pockets or adjustable spacers allowed.
 - ii. Weight jacks allowed.
 - iii. One (1) Spring per corner.

C. Rear Suspension

- a. All suspension components must be stock steel OEM for make and model.
- b. Rear leaf springs must be steel
 - i. Adjustable rear shackles
 - ii. Lowering blocks are allowed.
 - iii. No composite leaf springs allowed.
 - iv. No Mono Leafs.
 - v. No Fast Boy Attachments to the Rear Leaf Springs.
 - vi. No Adjustable Lowering Blocks.
- c. One leaf spring per corner

D. Shocks

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

5.0 Brakes

- A. Must have stock OEM operational four-wheel brake system.
- B. No side-to-side adjustable proportioning valves or brake biased adjusters will be allowed.
 - a. No right front shut off.
 - b. Front to rear bias is allowed.

C. No Rear Brake Floater.

6.0 Rear End

- A. Rear End

- a. Stock rear axle housing may be replaced by a Ford 9", floaters allowed.
 - i. Must use stock mounting hardware and mount in stock location.
 - ii. 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.
 - iii. Non-adjustable.
 - iv. Replacement OEM axles allowed and highly recommended.
- B. Differentials
 - a. Locked differentials allowed, mini spools, spools or welded only.
 - i. No Detroit Locker style rear ends.
 - ii. No Torque divided, goldtrack, or locker type differentials allowed.

7.0 Transmission

- A. Transmission coolers and oil lines must be enclosed in a steel line if run through the driver's compartment.
- B. Manual Transmissions
 - a. Transmission must be OEM production, manual or automatic.
 - i. Transmissions may be Lightened and first gear removed.
 - ii. All Transmissions must have reverse gear.
- C. Automatic Transmissions
 - a. Automatic transmissions must have a fully operational torque converter.
 - i. Torque converter must be 10" or larger.
 - ii. No direct lockup transmissions are allowed
- D. Clutches
 - a. Stock OEM type clutch assembly's only
 - i. Aftermarket pressure plate allowed
 - ii. Minimum 10 1/2" single disc clutch
 - iii. Hydraulic throw out bearing allowed.
 - b. Stock OEM steel flywheels or aluminum.
 - i. Steel flywheels may be lightened.
- E. Bell Housing
 - a. An approved Steel scatter shield is required.

8.0 Driveshaft

- A. Driveshaft
 - a. One piece steel drive shafts only.
 - b. 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.

- c. All drive shafts must be painted white.

9.0 Wheel

A. Wheel

- a. Reinforced or racing wheels only.
- b. 10-inch maximum steel wheels only.
- c. The use of bleeder valves is not permitted.
 - i. One valve stem per wheel.

B. Lugs

- a. Wheel studs must protrude past lug nuts.
 - i. 1-inch lug nuts are mandatory.
 - ii. 5/8-inch wheel studs are mandatory.

10.0 Tires

A. Tires

- a. SLICKS or unaltered Hoosier Race Tire G60-15 with IMCA stamp on the sidewall. Slicks Hoosier #10720 27.0/10.0/15 (86.5"), #10710 27.0/10.0/15 (85") #10700
- b. 9.1 27.0/10.0/15 SX (84") size with a compound of 3035, 3045, ST1, and ST2, and the American Racer EC83 and EC84 10".

B. Altering Tires

- a. Tire softening or soaking is not permitted.
 - i. **Penalty for tire soaking will be loss of points and money/fine and or suspension.**
 - ii. Tires may be sanded or ground to eliminate 'glazing'

11.0 Engines Packages

A. Crate Engine

- a. The GM Crate Engine part # 88958602 is optional. **Tampering with the crate engine shall be subject to \$1,000.00 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.

B. Non-Crate Engines

- a. 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:

- i. Stock per make configured Dart steel blocks allowed.
- ii. 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.
- iii. 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.
- iv. Any intake manifold. Manifold rise may not be more than 7.750 (7 $\frac{3}{4}$ "), this is measured on the front side of the carburetor from the valley of the manifold to the bottom of the carburetor.
- v. All engines must be no farther 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.
- vi. 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.
- vii. All carburetors must comply with Grays Harbor Raceway's tech.

C. Ignition

- a. MSD ignitions are allowed
 - i. No magnetos allowed.
 - ii. The crate engine must use stock HEI that comes with the engine.

D. Battery

- a. The 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.
- b. All electrical switches must be located within easy reach of the driver.
- c. A labeled on/off master switch is required and must be connected to the battery cable in such a manner that would cut all electrical power to the car.
 - i. The master switch must be located in the drivers compartment so that it is accessible from both sides of the car.

E. Exhaust

- a. Cast iron exhaust manifolds or conventional type headers allowed
 - i. No stepped headers
 - ii. Maximum 1" 3/4" 's tube size.
 - iii. Must run dual exhaust.

- iv. No two into one exhaust systems allowed
- v. No crossover or 180-degree headers allowed.
- b. Mufflers are required
 - i. Exhaust must extend past the driver's compartment
 - ii. 95 Dba @100'

F. Radiator

- a. The radiator must be stock appearing and in stock position.
- b. Steel or Aluminum radiators are permitted.
- c. A fan shroud must be installed if using a steel fan.
- d. An overflow catch can (one gallon minimum) connected to the radiator overflow is mandatory.
- e. No antifreeze is allowed.

G. Fuel System

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

12.0 Appearance

A. Appearance

- a. All cars must be neatly painted.

B. Numbers

- a. Painted with contrasting numbers.
- b. Numbers should be minimum 18 inches high and 3-inches wide and be legible from the sides of the car and roof.
- c. Roof numbers to be read from the passenger side of the car.
- d. Numbers will only be issued by Grays Harbor Raceway.
 - i. Numbers will be issued with registration.
 - ii. 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.

13.0 Format

A. Registering

- a. All owners will register their car number. First come first served. Last year's numbers will be held through playday, unless released by the previous owner.
- b. No driver will be permitted to change cars after taking the green flag of his/her Heat Race.
 - i. An exception to this rule will be a Two-Day Race.
 - 1. All driver changes must be reported to the Race Director/Pit Official prior to entering any event. Failure to do so will result in loss of points for the event and may result in a fine or both.
 - 2. Driver changes will result in the car starting at the rear of the event.
 - 3. No switching of cars or numbers once the race program has started (packing the track).
 - 4. If a spare car is used once the program is started it must not have been qualified previously that night and will start in the rear of the event.

B. Heat races

- a. Heat races will be lined straight up from the pill draw.
- b. Drivers will receive up to three (3) hot laps before the night's racing.
- c. 27 or less cars
 - i. 2 or 3 heats will be eight (8) laps.
 - ii. The top five cars will transfer to the A Main.
 - iii. Heat race finish determines the main event line up before the invert.
 - iv. The first heat race winner will draw the invert for the main event

C. B Main Event

- a. If the class has twenty-one or more cars entered there will be a B Main.
- b. B Main will line straight up from their heat finish.
- c. The number of B Main cars transferring to the A Main will be the number that bring the A Main to eighteen (18) cars.

D. A Main Event

- a. Straight up by heat race finish before inversion is applied.
- b. A Main line up will be inverted by 0, 4, 6, 8, or full invert for the start.
- c. A Main Event is twenty (20) laps.
- d. Eighteen (18) cars are considered a full field
- e. Maximum of twenty-one (21) cars may be allowed to start the A Main at the discretion of the Race Director/Promotor.
- f. The winner and second-place car of the "A" main will start at the back of the field at the next "A" main they qualify for.

E. Starts

- a. The start will be official with the green flag.
- b. No passing the pace vehicle without permission. Violators will be sent to the pit area.
- c. A white line will be placed on the turn 4 area for all double file starts.
- d. All cars must remain in proper order until they pass the chalk line. If the front row car or cars are out of position a yellow may be displayed, and a warning is given to the offender.
- e. 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 the end of race.
- f. The pole position will set the pace.
- g. The front row will give 2 tries to start the race. If the front row is not able to start the race the 2nd row moves up and the first row back. One try will be given. If this is inaccessible we will go single file start.
- h.

F. Restarts

- a. The restarts are double file with the leader out front by themselves.
- b. The leader will set pace and will start in the box in turn 4.
- c. There will be two cones to mark out the restarting box.
- d. The second-place car will choose high or low and the field of car falls into place after that.
- e. When the leader takes off the race is on and passing is good.
- f. Will give 2 attempts for a double file restart if not successful, Race Director may go with a single file restart with a cone.

- g. Must stay in line, not pass before the cone, hit the cone, or go below the cone. 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 the end of race.

G. Tech

- a. All cars to tech after their qualifying group.
- b. Top 3 car after the heat race
- c. Top 3 from their main event.

H. Raceceivers

- a. All drivers must use Raceceivers.

I. Transponders

- a. All vehicles must use a working AMB transponder, transponder must have an unrestricted view of the track directly below it, without any metal within a large circumference obstructing it.
- b. Cars that are not picked up on the GHR scoring system will not be scored.

J. Work Area

- a. Cars that enter the work area will be given two full laps when the line up is set by the race director.
- b. Only cars that were involved in the yellow or red flag will be given the two laps.
- c. When said car uses up the two laps will not be given another set of laps.
- d. With 5 laps or less remaining in the race, drivers will not be given the 2 lap wait period for repairs. When the lineup is correct the race will resume.

14.0 Points

Heat Race	Main Event	Optional
1 = 10	1 = 40	10 = 22
2 = 9	2 = 38	11 = 20
3 = 8	3 = 36	12 = 18
4 = 7	4 = 34	13 = 16
5 = 6	5 = 32	14 = 14
6 = 5	6 = 30	15 = 12
7 = 4	7 = 28	16 = 10
8 = 3	8 = 26	17 = 8
9 = 2	9 = 24	18 = 6
10 = 1		