

Cottage Grove Speedway – Limited Sprint Rules – 2025

IF IT DOESN'T SAY YOU CAN THEN YOU CAN'T!

TECH OFFICIAL HAS FINAL SAY IN ALL DECISIONS!!

Disclaimer:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such 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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF/OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. Minor drivers and their parents or legal guardians are responsible to read and understand the rules and regulations set forth in this rule book. The Race Director/Pit Boss are the authorities in the pits. The Race Director/Tower will be the authorities for on-track decisions. The Race Director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements.

No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. Cottage Grove Speedway reserves the right to check any cars for rule compliance at any time. They further reserve the right to disqualify any driver and race car from competition. It is the responsibility of the driver, crew, and owner to disassemble any part of their race car for inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fines and or suspension. In the case of drivers who have been injured away from Cottage Grove Speedway, or who have been hospitalized for treatment and/or undergone surgery, or have been fitted with a cast, brace or prosthesis, or who suffer from a chronic or progressive debilitating illness, Cottage Grove Speedway reserves the right to require the driver to present certification from the treating physician, stating that the participation as a driver will not exacerbate any medical condition or complicate the process of normal healing. Cottage Grove Speedway further reserves the right to require such certification in the case of pregnant participant wishing to participate in racing activities. Any participant that is racing at Cottage Grove Speedway that is pregnant must notify speedway officials prior to racing. In any such case, Cottage Grove Speedway reserves the right to decline the entry of any individual whose participation might endanger their health or safety, or the health or safety of other drivers, crewmembers, participants, officials, or spectators.

All rules enforced by Officials must be adhered to while on Cottage Grove Speedway property. Cottage Grove Speedway and /or track officials reserve the right to reject any car or driver

without cause or recourse. Any interpretation of, or deviation from these specifications or rules are left to the discretion of the Race Director and/or Technical Officials. Their decisions are final. Racing is a very dangerous sport. If there is any part of the race program that causes you concern for your personal safety or for any member of your team, you should bring those concerns to the attention of the Race Director or Management of Cottage Grove Speedway. If after doing so those concerns are not met, you should consider withdrawing from competition until a review can be made.

General Information the Owner/Driver of each car represents to Cottage Grove Speedway that his/her car has satisfied all applicable rules, including but not limited to safety rules, whenever such Driver participates in any warm-up, practice, or competitive laps. The Owner/Driver of each car is also completely responsible for ALL actions of Crew Members, Sponsors, or anyone else associated with their team. If you have any complaints, disputes, problems, or questions, only the Driver and/or Car Owner, may approach an Official, in a civil manner to address the situation. Everyone who enters the pit area or participates in competition promoted by Cottage Grove Speedway does acknowledge, represent, and warrant that he/she has read, understands, and agrees to abide by the rules in their entirety. Permission to participate or enter grounds shall constitute acceptance of same. Any complaints, disputes, questions, or problems must be directed by the Driver or registered Car Owner, to the Race Director through the Pit Boss. Children must be supervised at all times. No running or playing outside of your designated pit space. Race cars, race car haulers, wreckers, push trucks and any other equipment located in the pit area are NOT covered by insurance.

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1.0 Limited Sprint Series Safety Rules

Cottage Grove Speedway Safety Rules supersede any other rules for series racing at Cottage Grove Speedway. Each Competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be acceptable for competition at every event. Each Competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment. All cars are subject to safety inspection at any time. If the Technical Inspector or Race Director deems a car has not met the track safety rules, that car will not be allowed to compete until all the discrepancies and deficiencies are corrected. It is the responsibility of the driver, car owner and mechanic individually and collectively to have their car free from mechanical defects, and in safe racing condition and properly inspected prior to each event.

A. Modifications to Safety Equipment-

- No modifications to safety equipment are allowed. Safety equipment must be used per the manufacturer's instructions.

B. Starting of Racecars

- At any time and for any reason when a car is push started the driver must be dressed in proper racing attire, including helmet, fire suit, gloves, shoes etc. and he/she must use all required safety equipment (seat belts etc.).

C. Required Personal Safety Gear

- Snell SA 2015 or newer full-face helmet.
- SFI 3.2A/5 (minimum) driver's uniform. Uniform must be free of holes, tears or damage and display the SFI rating patch.
- SFI 3.3 (minimum) rated driving gloves, gloves must display the SFI 3.3 label.
- SFI 3.3 (minimum) rated driving shoes, shoes must display the SFI 3.3 label.

D. Recommended Personal Safety Gear

- SFI 3.3 rated underwear to include socks, bottoms, top and head sock or helmet skirt.
- SFI 38.1 rated head and neck restraint system.
- SFI 3.3 rated arm restraint system.

D. Seat Belts-

- Each car will be equipped with a minimum SFI 16.1 rated restraint system.
- The belts must be replaced by the expiration date as stated on the belts by the manufacturer. (SFI 16.5 is recommended). Maximum 2 years from the date of manufacture.
- The seat belt restraint system shall be installed and used in accordance with the manufacturers' instructions. In any type of manufacturer's installation, the fasteners must be steel grade 8 or equivalent, unless using the type of mount in which the seat belt wraps around the roll cage.
- Seat belt material should not be permitted to contact any sharp metal edge, including where the belt passes through the seat.
- In any type of installation, the seat belt must be mounted to the chassis per the manufacturer's instructions.
- It is the responsibility of the driver, not the Track Officials, or Cottage Grove Speedway to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained, and safely used.

F. Head Clearance at Roll Cage

- The roll cage must be 2" above the driver's Helmet. Measured from the top of roll bar to the top of driver's helmet.

G. Seats

- All seats must be full containment type seats constructed of aluminum or approved carbon fiber and must adhere to the general design specifications of SFI 39.2 seat construction standards. The design shall include a comprehensive head surround, shoulder and torso support systems, and energy impact foam around the head.
- Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and an acceptable base seat approved by the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, and energy impact foam. It must be installed in accordance with the seat manufacturer instructions. Combining components may not meet SFI 39.2 certification.
- All seats must be mounted per the manufacturer's installation instructions.

- Approved carbon fiber seats must have a current valid SFI 39.2 certification.
- Seat must be mounted in 4 places to the chassis with minimum 3/8" steel grade 8 bolts or equivalent, and 1-1/4" washers.

H. Fire Suppression System-

- A fire suppression system that meets the SFI 17.3 specification is highly recommended to be installed and functional.

J. Rock Screens

- Rock screens, mounted to the front of the roll cage to protect the driver are required.

K. Driveline/Torque Tube-

All cars must utilize either a driveline strap or a driveline hoop restraint constructed of .065 steel either welded or bolted to the chassis. Metal hoop restraints must react positively to magnet testing.

- Torque arm drivelines are not allowed.
- All drivelines must be enclosed and have no more than 1 u-joint and that u-joint must be at the front of the driveline.
- A U-Joint containment system is mandatory; either a steel torque ball housing made of a minimum .120 wall thickness magnetic steel attached to the firewall with steel and/or titanium bolts and/or a torque ball u-joint containment blanket to shield revolving parts within the cockpit.
- The rear cross member (Butt Bar) must be constructed of 1" x .083 or 1 ¼ " x .065. The rear cross member or "Butt Bar" should be mounted below the lowest part of the seat.

L. Throttle Return Springs

- A minimum of two throttle return springs must be used to close the injector butterflies. Springs may be located anywhere on the linkage system that will effectively assist in closing the injector butterflies.

M. Fuel Lines

- Fuel lines must be reinforced pressure hose designed for the purpose.
- Any fuel lines showing excessive age or in poor condition must be replaced before the car is allowed to compete.
- The fuel line supplying the engine must have a shut-off valve within reach of the driver.

N. Fuel Cells/Bladders

- FT3 or SFI 28.1 compliant fuel cells are recommended. All fuel cells must use a bladder.
- Fuel Cells shall retain the traditional sprint car shape, no square back shapes.
- Any means of mounting the cell must meet the approval of the officials.
- It is highly recommended 6 mounting points be used for the fuel cell. O. Bead Locks- • A bead lock device is required on the right rear wheel.
- Bead lock mounting bolts must be Steel or Stainless Steel, no titanium. • Bead locks on all other wheels are recommended.

P. Brakes

- Minimum left front and inboard rear brake system.
- Front and rear brakes must work at the start of the race.
- Rear brakes must always work. Additional rear brake OK. • Steel or stainless steel, rear inboard rotors only.
- Steel, stainless steel or aluminum front rotors.
- Titanium or Carbon fiber rotors are not allowed.
- No copper or plastic brake lines.
- Cars without brakes will be removed from the racing surface.

Q. Hollow Fasteners/Heim Joints

- Hollow and/or drilled bolts, fasteners, and/or heim joints (rod ends) will not be allowed in any structural or safety component.

R. Drag Link/Tie Rod-

- Drag links and tie rods must be made of 4130 steel a minimum of one inch in diameter and a minimum material thickness of .058 inches.
- Only magnetic steel heim joints (rod ends) will be permitted.
- Swedging of the tubing will not be permitted. • Drag links must be tethered to the frame with nylon webbing of at least 1" width.

S. Left Front Radius Rod

- LF radius rod must be steel construction with .058 minimum wall thickness and utilize steel rod ends.

T. Torsion Arm/Stop Retainers

- Torsion arm/stop retainers are mandatory on both sides of the front torsion bars. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved Torsion arm retainer design. Torsion arm retainers must be installed and used in accordance with the manufacturer's instructions. The following torsion bar arm retainers have been approved for competition: o MOOSE BLOCK 1200 RETAINER KIT o ALL STAR PERFORMANCE ALL STAR 10730 RETAINER o MARING SAFETY RETAINER o BUTLERBUILT MANDREL o KKR GROVE AND CLIP o KAEDING CLIP 6 o DMI – T-REX (TORSION RESTRAINT EXPRESS SYSTEM) o SCHROEDER PART NUMBER: "BARS" (FOR SCHOEDER BARS WITH RELIEF IN ENDS) o SCHROEDER PART NUMBER: "RWLAR" (WEDGE LOCK)

U. Nerfs

- Front, rear, and minimum 3-point side nerfs are required at the start of any race.
- A rear nerf protecting the fuel tank must be in place at all times. Cars that receive damage to the rear nerf may be removed from the racing surface at the discretion of Race Officials.
- For any car to be pushed off at any time the rear bumper must be in place behind the tail tank.
- All nerfs must be attached with nut and bolt fasteners. No pop rivets or screws.
- Side nerfs must not extend past rear tires. Front nerf minimum 12" wide and rear nerf minimum 6" vertical contact area.
- All nerfs and bumpers must be steel or stainless steel. Minimum 1" O.D. and minimum .065 wall thickness.
- No air deflectors on nerfs or bumpers.
- The measurement from the center of the front axle to the front of the front bumper must not exceed 23.5 inches.

V. Chassis

The following frame dimensions are minimum dimensions. Only those areas indicated are mandatory and subject to technical inspection. ASTM 4130 normalized steel or equivalent material is suggested.

- TOP RAILS 1-1/2" x .095"
- BOTTOM RAILS 1-3/8" x .095" or 1-1/2" x .083"
- ROLL CAGE UPRIGHTS 1-3/8" x .083"
- ROLL CAGE CROSSMEMBER 1-1/2" x .095"

- UPPER RAILS 1-3/8" x .083"
- REAR END SAFETY "BUTT" BAR 1" x .083" or 1-1/4" X .065"
- BRACE 1-1/4" x .065" At any event entrants may be asked to present their car for ultrasound testing.

W. Chassis Support Bars-

- All chassis are highly recommended to have additional bars installed to support and decrease the span between the front and rear uprights in the driver's area. The support bars must be in addition to the front and rear uprights. Any attempt to manipulate the front or rear uprights to conform to these measurements will not be allowed at the discretion of the officials.

X. Chassis Slip Joints

- Slip joints are not allowed in any form. If a current chassis has a slip joint, it will have to be welded the full circumference of the tube to become solid.

2.0 Limited Sprint Series Car Construction Rules

Wheelbase minimum 83" and maximum 90". Only standard type Sprint Car bodies, tails and hoods will be permitted.

A. Shock Absorbers

- Shock absorbers must be of non-gas twin tube design.
- The left rear shock is the only shock that is approved to be adjustable.
- Shock absorbers may not be cockpit adjustable.

B. Wing Rules

Wing Specifications Top Wing

1. Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.
2. Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
3. No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a two-inch wickerbill is allowed.
4. Other than the slider mechanism, no moving parts allowed on or in foil structure.
5. The 12-inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading

edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than $\frac{1}{2}$ inch. There is zero tolerance on this $\frac{1}{2}$ inch

depth. It is suggested that the wing blue print specify $\frac{15}{32}$ -inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the $\frac{1}{2}$ inch specification. (This $\frac{1}{2}$ inch measurement ensures that the belly/curl arc is gradual.)

6. The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of $2\frac{1}{2}$ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.

7. Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable.

8. Wing T-Post will be built from 1" X .083" minimum ASTM4130 normalized steel or equivalent material. Wing attachment designs will be subject to approval. The only cast pieces approved will be HRP Part #HRP8811-A75HD. If new T-Post designs are developed they must be submitted for approval. Some approved T-Post designs are in the drawings section (See illustration below). Front Wing: (see Illustration below) 1. Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.

2. Center Foil shall be fully sheathed in aluminum. No vent holes allowed.

3. Wicker bills up to 1-inch are allowed on nose wing, flat or dished.

4. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.

5. The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.

6. Center Foil must be one piece. No split or bi-wings will be allowed.

7. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.

8. The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.

9. No moving parts allowed on or in foil structure.

10. The 5" section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at $2\frac{1}{2}$ inches from the rear of the foil may not be deeper than $\frac{3}{8}$ inch. There is zero tolerance on this $\frac{3}{8}$ -inch depth. It is suggested that the wing blue print specify $\frac{11}{32}$ inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the $\frac{3}{8}$ -inch specification (This $\frac{3}{8}$ inch measurement ensures that the belly/curl arc is gradual).

11. The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches.

12. No rudders or fins on Front Wings.

D. Rotating Titanium Parts-

- No titanium rotating parts, this will include but not limited to Drive Lines, Rear End rotating components and wheel hardware.

E. Wheels/Wheel Covers

- The maximum width for the right rear wheel will be 18 inches plus ½". Measured bead to bead.
- The maximum width for the left rear wheel will be 15 inches plus ½". Measured bead to bead.
- The maximum wheel diameter will be 15 inches.
- All wheel hardware (bead lock and wheel center) must be steel.
- Plastic and/or carbon fiber wheels will not be permitted.
- Both 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions. Wheel covers having a minimum of 5 attachment points may continue to use dzus fasteners. Said dzus fasteners must be made of steel or stainless steel only. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16-inch steel or stainless-steel bolt and an approved fastening (nut assembly) system.
- Keyser Manufacturing Part #100 7-101
- Wehrs Manufacturing Part # WM377S-312 (Steel 5/16)
- Triple X Chassis Part # SC-WH-7810 (for a 1" spring)
- Triple X Chassis Part # SC-WH-7820 (for a 1-3/8" spring)

F. Bleeders

- Diaphragm style bleeders only. Digital style bleeders are NOT approved for use in the Sportsman Sprint Division.
- Air may not be introduced to the tire from any onboard system.

G. Car Weight

- Car must weigh a minimum of 1575 pounds with the driver.
- Limited Sprints that utilize the RaceSaver 305 platform must weigh a minimum 1550 pounds with the driver.

Crate Engines must weigh a minimum of 1550 pounds with driver

- Limited Sprints that utilize the RaceSaver 305 platform must possess the RaceSaver Hard Card as Issued by RaceSaver and have it available for conformation.
- Drivers that utilize the RaceSaver platform must declare their intention at check in/pill draw.
- Additional bolt-on weight will be permitted but must be mounted and fastened to the frame and/or chassis in a secure manner. All additional bolt-on weight must be mounted and fastened in the area between the bottom frame rails and axles 12 and mounted no higher than the upper rails. All bolt-on weights must be white and have your car number clearly marked on it.
- If weight falls off your car for any reason you will be disqualified and scored last in said race.
- Cars may be weighed before or after qualifying, after heat races and after Feature races. This procedure will be explained at the drivers' meeting. and/or instructed via the driver's one-way radio.
- The track scales will be considered the official scales for the event. Scales will be available in advance for any team to verify its car weight as determined by the official scales for that event.
- The number of cars to be scaled nightly will be announced at the driver's meeting and/or instructed via the driver's one-way radio.
- Officials will allow a car to re-scale two times by pulling off scale and pulling back on. Reading of the final attempt will become the official weight.

H. Tires

Hoosier - ASCS Medium, Racesaver, H Tire, D Tire

American Racers SD44 & MC3

Goodyear G200 and G300 will all be allowed in 2024.

Any other tire must be approved in advance to race.

I. Mufflers

- All cars are to have unaltered, functional mufflers intact at all times.
- Any header that is not straight out the back of the car must be welded where the bend connects to the header and to the muffler.
- Any muffler that has been altered to gain a competitive advantage will not be permitted into competition and could result in a fine or disqualification.

- Approved Mufflers include and are limited to the large oval Flow Master (#53545- 10), Large Spin Tech box mufflers (#1555) or Schoenfeld (#14272735 or 14272730).
- Max dba 95 @ 100'.
- The mufflers must always remain attached to the headers while in competition.
- All muffler and header components must remain intact and operating. If the muffler becomes disconnected from the header and/or fails to operate it will result in disqualification from that race.

J. Fuel

- Methanol only.
- No oxygenated additives of any kind allowed.
- Fuel samples may be taken from time-to-time for inspection and analysis.
- Any Competitor that attempts to use illegal fuel will be subject to disqualification, fine, suspension or any other action deemed appropriate.

3.0 Sportsman Sprint Series Engine Rules

A. Technical Inspections-

- Skagit Speedway Technical Inspectors have the right to check any cars for rule compliance at any time.
- Skagit Speedway Race Director has the right to disqualify any driver and race car from competition.
- It is the responsibility of the driver, crew, and owner to disassemble any part of their race car for inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fines and or suspension. • There must be an inspection plug in the oil pan. Either a #12AN fitting or a 1-inch pipe plug. If a car is to be inspected and there is no inspection plug in the oil pan it will be required to pull the oil pan for inspection.
- Illegal engines will result in a fine of up to \$2,000.00 and loss of all points to date.

B. Specifications

- 360 cubic inch (maximum) standard steel blocks only. #4 heads Dart iron eagle part #10120010, 64cc comb chamber and 180cc intake runner. OEM GM cast iron heads allowed. Straight plug only. 202 1.6 valves maximum. Minimum 64cc comb chamber. No Vortech heads. No angle milling. No polishing. No porting.

- American or Canadian Chevrolet engines only.
- No more than 360 cubic inches
- After market crank allowed.
- No electronic fuel pumps.
- No turbocharges or superchargers allowed
- Flat tappet or hydraulic cams only. No roller cams or roller lifters allowed.
- Flat top pistons only
- Type of oil pan optional.
- Dry sump systems allowed
- Methanol or racing gas only. No nitrous oxide or nitro.
- No titanium engine parts. Except valve spring retainers
- OEM Chevy block or Dart block allowed

- Injectors must be individual stack per cylinder design with single round butterfly.
- Injector stacks maximum 1 ½" I.D.
- If larger than 1-1/2" stacks are used a 1-1/2" inside diameter restrictor must be installed in the stacks.
 - o Restrictor openings shall be a maximum of 1 ½ "I.D. round and centered in the stacks.
 - o Maximum thickness is .250" (1/4") flat design.
 - o The top side of the restrictor may have a maximum radius or chamfer of .050".
 - o No blending above restrictors.
 - o Maximum blending below restrictors is ¾."
 - o The restrictors must be placed so air traveling down the stacks must only pass through the 1-1/2" opening in the restrictor.
 - o It is recommended the restrictors be moved up the stacks far enough to allow three 1/8" pop rivets to be inserted directly below restrictors equally spaced before blending to prevent slippage.
 - o Maximum length of restrictor and blend is 1" (+/- .000)

- Oil pan must have a 1" inspection plug on the side.
- Traction control devices of any type are NOT permitted at any time, during any event.
- Any team found with a traction control device in any pre and/or post-race inspection will be disqualified from that event and face the following penalties:

o \$10,000 car owner fine
o Loss of all championship points and winnings
o Banned/suspended for a minimum of one calendar year.

- From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms, and or tachometers.
- Crank driven water pumps only. Direct or belt driven.

C. RaceSaver Option-

- The RaceSaver engine package is approved for use in the Limited Sprint Division at Cottage Grove Speedway.
- RaceSaver engines require a registration Hard Card from RaceSaver in order to compete.
- The Hard Card will carry the owner's name, address, head serial numbers and seal serial numbers.
- RaceSaver engines must meet all RaceSaver specifications.

D. Crate Engine Option

- 602 or 604 Crate Engine is allowed. Must remain unaltered other than those approved by tech official