



Eco Limited Mod Rules

General Rules

IF YOU HAVE FINISHED IN THE TOP 10 POINTS IN 2021 OR/AND 2022 LISTED BELOW YOU **ARE NOT ELIGIBLE** TO COMPETE IN THIS CLASS:

USRA REGIONAL OR NATIONAL MODIFIED POINTS,
IMCA REGIONAL OR NATIONAL MODIFIED POINTS,
UMP REGIONAL OR NATIONAL MODIFIED POINTS,
TOMS POINTS SERIES,
ARMS POINTS SERIES,
USMTS POINTS SERIES,
MIDWEST MODIFIED SERIES.

Safety

1. Rules apply at all times the car is on the track. Snell-rated SA2000, SA2005, or SA2010 helmet required. Roll bar padding required in driver compartment (Fire retardant recommended). SFI-approved full fire suit required. Fire retardant gloves, shoes, and neck brace (or head and neck restraint) required.
2. Right and left seat head supports required if using head restraint system with no neck collar. Recommended: Fire retardant head sock and underwear.
3. Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style and must be mounted to roll cage so latch is at top front of window.
4. Minimum three inch (two-inch with head restraint system) wide SFI-approved five-point safety belt assembly required (Y-type shoulder harness not allowed), must be mounted securely to roll cage, and must be no more than three years old. Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON".
5. It is recommended that each racecar have built-in fire extinguishing equipment, but cannot be of the dry powder type (must be Halon 1211 or equivalent).
6. Drivers should have in their pit area as part of their equipment, at all times, a fully charged dry chemical, Halon (or its equivalent) fire extinguisher. Ten (10) or thirteen (13) pound fire extinguishers are highly recommended.
7. Absolutely no plastic except from edge of firewall to body skin and inner wheel tub to body skin or nose and tail pieces.

Frame

OPTION 1 – ECO MOD 1978-1987 OEM mid-size metric frame.

1. Wheelbase must be a minimum 107" and maximum 109"
2. Frame may not be altered anywhere by any means except for the following:
3. Front upper control arm brackets may be relocated
4. Frame may be notched for radiator clearance
5. Frame may be notched for seat clearance
6. Transmission crossmember mounts may be removed no further forward than factory mounts
7. Rear of frame behind upper shock mounts may be replaced with round, square, or rectangular tubing.
8. Frame horns may be removed in front of steering box
9. Weight jacks are not allowed
10. Frame must not be lower than 5" from level ground except for front crossmember

OPTION 2 – B-Mod Chassis

Any 1960 or newer parallel American passenger car frame

1. Wheelbase must be a minimum 108: and maximum 112"
2. Frame must be complete except rear of frame may be cut at a point no further than 36" from the center of the rear end
3. Frame may only be altered for installation of springs and shocks
4. Frame may be notched for radiator clearance
5. Frame may not be narrowed or widened and must support the cage on both sides
6. Must have a minimum 4" ground clearance and weigh 2500 lbs.

1. All frame bolt holes must be in original location
2. Tubular front clips are not allowed.
3. Jeep, Bronco, or similar four wheel drive frames are not allowed. Front wheel drives frames are not allowed.
4. Must have a 360 degree driveshaft loop no more than 6" behind the front u-joint. Must be minimum 0.250" x 2" steel strap or 1" tubing.

Cage

1. Round steel tubing minimum 1.5" x 0.090" required for the main cage. No soft materials. Cage must be properly welded, must be accepted by track officials.
2. Roll bars within the drivers reach must be padded with accepted material, preferably fire retardant.
3. Cage must be mounted to the frame in at least 6 places
4. Cage must consist of front and rear bent hoops connected by tubing on the sides or side hoops.
5. With driver securely belted in the driver seat with full gear, driver's head must not protrude above the bottom of the roll over bar or hoop.
6. Must have a minimum of 3 windshield bars in front of the driver.
7. Braces forward of the roll cage must not be higher than the hood.

8. A minimum of 3 driver side door bars must be parallel to the ground and located perpendicular to the driver to provide maximum protection for the driver. Side bars must be welded to the front of the rear of the roll cage members. A minimum 1.5" x 0.083" steel tubing required for all door bars. Driver side door bars are required to have at least 2 uprights not counting the roll over bars.
9. A steel door plate minimum 18 gauge or 0.049" thick must be installed and visible for inspection. Plate must be even with front and rear of driver seat.
10. Passenger side must have a minimum of two door bars with at least 1 brace horizontal or angled.
11. All three link cars must follow cage guidelines as stated in USRA modified rules.

Body

1. No composite body panels except for hood scoop and roof rock guard
2. Body must remain the same width front to rear and must be within 1" parallel to the OEM frame.
3. Nose piece may have maximum 2.5" side fins on aluminum, nose, no scoops, cooling holes are permitted. Nose piece must be no wider than 2" of the factory frame horns. Nose piece must remain inside the front bumper. May be aluminum or MD3 pn 020-410.
4. Original roof line must be retained with a maximum 5" rake front to rear.
5. No panels are allowed on either side of the engine compartment.
6. Excluding hood and nose piece the body may extend no further forward than 6" of the rear of the engine block
7. Hood must be level or rake down toward the front. Reverse hood rake is not allowed. Rear of hood must be enclosed.
8. Panels from the passenger door to the engine compartment are not allowed. No inner panels.
9. Front and rear roof supports are mandatory.
10. Side windows must have an opening at least 12" wide and 12" tall and large enough for the driver to get in and out easily.
11. Roof must be aluminum or fiberglass. Dished roof are not allowed. Driver roof hatch permitted.
12. Maximum 1.5" rock guard is allowed at the front of the roof. Maximum 4" wide "A" pillars allowed. Maximum 1" raised ridge allowed on the sides of the roof and must be run front to rear only, no side to side. Maximum 1" rear roof stiffener allowed and must point down.
13. Sail panels must be matching shape side to side no open sail panels allowed. Must not extend forward of the rear of the driver seat. A maximum of 4" bow allowed on the sail panels.
14. Rear deck lid and trunk area must be covered.
15. Overall width of the racecar must not exceed 78". Width shall be measured at the widest points of the race car. Body panels may not be wider than the tires.
16. Rear spoiler is permitted but not mandatory.
 - a. 5" maximum of material must remain flat spoiler for all eco mods and must not exceed 67" wide.
 - b. May have stiffener but must be minimum 1" below the top of the spoiler
 - c. A maximum of 3 spoiler braces are allowed and must be mounted parallel to the sides of the body. Braces cannot be more than 1" taller than the spoiler.
 - d. Spoiler must not extend beyond the outside spoiler braces.
 - e. Fins, lips, and wings are not allowed.

Bumpers

1. Both front and rear bumpers required, must not have any sharp edges, Front bumper must be mounted frame end to frame end and bottom loop must be parallel to the ground.
2. Bumpers must be a minimum 1.25" and maximum 1.75" round or square tubing with a minimum 0.090" minimum and 0.125" maximum thickness.
3. Rear bumpers may not exceed beyond the outside the width of the rear tires. May extend a maximum 2" wider than the body and must be capped. If the rear bumper extends beyond the body panels it must wrap around and connect to the rear rub rails.
4. Bumpers must be a minimum 16" and maximum 20" from the ground.
5. Rear bumper must not be more than 6" behind the rear of the quarter panels.
6. Single bar rub rails are allowed on each side from front to rear tires and behind the rear tires to the back bumper. No center supports are allowed. Maximum 1.25" x 0.095" allowed and must mount to the cage or frame at the front and rear of the rub rail.

Appearance

1. All racecars must be numbered with large legible numbers on both sides, on the roof, the nosepiece, and on the right side of the rear valance panel. Numbers should be contrasting in color to the rest of the car. Side numbers must be a minimum 4" width and 18" tall. Top numbers must be a minimum 4" wide and 24" tall. Nose piece and rear valance numbers must be a minimum 1" wide and 4" tall.
2. Officials reserve the right to approve or disapprove any image of lettering or sponsorship on any racecar or pit vehicle entering race surface. Keep in mind this is intended to be a family fun facility.

Driver Compartment

1. Must have a minimum 3 windshield bars in front of the driver.
2. Lexan or aluminum panel in front of the driver must not be wider than the cockpit and must not extend rear of the steering wheel.
3. Floor pan must be metal or aluminum and must cover the complete cockpit.
4. Bottom of the seat must not be lower than the bottom of the frame rail at any point.
5. Driver must be sealed off from the track, driverline, engine, fuel cell, canister, and pumps.
6. Driver must not be within reach of anything that can alter wheelbase or vehicle height while in competition.
7. Rear view mirror devices of any kind are not allowed.
8. Loose objects and/or ballasts are not allowed in the cockpit.
9. Air bags are not allowed.
10. Factory-manufactured high back racing seats are mandatory and must be acceptable to officials. Homemade aluminum, plastic or fiberglass seats are not allowed. Full containment seats are recommended.

Electrical

1. One 12 volt battery allowed. Must be sufficiently protected and securely mounted.
2. Battery must have non-conductive rubber or plastic over battery posts.
3. One starter OEM or aftermarket allowed. Must be mounted in OEM position/location.
4. Vehicle must be capable of leaving the staging area on demand, under its own power.
5. No unapproved cameras, transmitting, recording, or transmitting devices allowed in the driver compartment; exceptions are one-way Raceceiver and analog recall tach.
6. One OEM HEI distributor or factory style distributor only. Ford/Mopar may use HEI distributor (Ford and Mopar may use factory unaltered external spark control boxes and OEM style external coils).
7. No external components allowed (coils, modules, ignition boxes, or crank triggers).
8. Any module that will fit inside the distributor without any alteration is allowed.
9. May use MSD pn 8728 rev-control with any rpm chip. Box must be mounted with rev limiter facing upward in an easy access area and out of reach of the driver.
10. One OEM type alternator with internal regular is allowed and must be mounted to be belt driven off the front engine pulleys.
11. Electronic traction control is not allowed.
12. Must have one ignition kill switch mounted within easy reach of the driver and must be clearly marked "ON" and "OFF".
13. ALL WIRING MUST BE EASILY ACCESSIBLE FOR INSPECTION.

Brakes

1. Must be steel OEM minimum at least 3 wheel brake system (disc/disc or disc/drum). Only right front may be omitted.
2. No drilling, milling, or scalloped rotors allowed. No drums allowed with any holes other than OEM. Front rotors must be OEM or OEM replacement vented rotors with a minimum thickness of 0.950. Rear rotors or drums must be minimum 0.810" width and 12" OD.
3. Single or dual aftermarket master cylinders and pedals allowed. Brake bias adjustment allowed within the reach of the driver. One proportioning valve may be installed on the right front and cannot be within the reach of the driver. Brake brackets must be welded to the housing.

Steering

All components must be steel unaltered OEM in OEM location and match frame (steering shafts must have a joint every 5 ft., collapsible steering shafts highly recommended). Steel knuckles only. May be modified to suit the driver but must remain on the left side of the vehicle (no center steering)

Steering wheel and quick release required may be aluminum.

Front Suspension

1. All components must be steel OEM no camero center links or equivalent of except for front upper control arms may be replaced with aftermarket, steel or aluminum cross shafts allowed. With maximum upper A frames length 8 ½" to minimum of 8". All components must mount in the OEM location except front upper control arm mounts may be modified and relocated.
2. Adjustable spring buckets and spring spacers allowed. No jack bolts allowed on Southern Sportmods. Springs must mount in OEM location. 2 piece spindles allowed part #91034501

3. No offset or bearing type bushings are allowed.
4. Front ball joints may be replaced with OEM or OEM replacement only and may be tacked or welded in place.
5. Sway bars are permitted, only OEM brackets may be used.
6. No camero or camero type center link allowed. 78-88 G body only.

Rear Suspension

Option 1 – Eco Mods

Control arms, upper and lower, must be made of steel OEM or fabricated. Fabricated arms must be made of square tubing and must be OEM mounting measurements. All control arms must be mounted in OEM mounts. Bolt holes may not be oversize or slotted.

Jack bolts are not allowed, adjustable spring buckets are allowed. Spring buckets may be dropped but must be mounted in OEM location.

Lower spring cups must be mounted in the center of the rear end housing.

All suspension parts except for control arms must not be modified or altered. All suspension components must be steel (a magnet will be used to check components).

No chains or cables allowed.

Maximum rear spring height is 16" and minimum of 13".

Option 2 – B-Mod Chassis

All components must be steel. No covers allowed

All mounts and brackets must be welded or bolted solid.

Coil springs must remain vertical and over center line of rear-end housing. No coil over eliminators allowed. No chains, cables or tethers.

Rear shocks cannot be mounted on control arms. All rear control arms and pan hard bars must be straight.

Must utilized one of the following designs:

Aftermarket three link design requirements: Must use 16" minimum 24" maximum lower control arms.

Right and Left lower control arms must be mounted in same location on chassis and rear end no lower than 3" off of bottom of rear end. Trailing arms must be same length on both sides.

3rd link - Must use one upper control arm, solid tube only, located at top center of rear end housing and remain centered (one inch tolerance) on housing over driver shaft.

Must use minimum 23" panhard bar located behind rear end housing.

Lower spring perch must be welded to rear-end housing. BOTTOM OF REAR SPRING MUST REMAIN WITH 0.75" OF THE AXLE TUBE.

Must use steel upper weight jack. No floating or bearing rear spring perches/cups allowed, top or bottom.

No suspension stops of any kind are allowed.

Shocks and Springs

Only one steel shock allowed per each wheel. OEM mounted or heim joint shocks are allowed. Shocks on the rear must be mounted as close to OEM as possible. Rear shocks must be mount on rear of the bottom control arm bracket and must mount in OEM location at the top.

Front shocks must be in OEM location using factory mounts, except for Option 2 B Mods shocks must be mounted to lower control arm.

No adjustable shock mounts allowed, mounts must be steel.

Steel shock bolts or pins only, no aluminum or titanium.

Coil over shocks are not allowed.

Steel springs only. Springs must be at least 4.5" wide and maximum of 16" tall and one piece.

No progressive springs allowed.

Shock claim will be \$50 per shock. Can claim 1 or all revert to claim section in rules.

Rear End

OEM GM 7.5" rear ends, and Ford 9"/Floater rear ends allowed.

Housing must be mounted centered to the frame. No adjustable or floating mounts. All mounts must be securely welded and in factory OEM location. NO floating rear brakes.

GM 7.5" rear end may be modified to accept Ford 9" axles. C-clip eliminators allowed.

Rear axle must be locked. Gears may be welded, mini spools and full spools allowed. No lightweight spools allowed. Torque dividing differentials are not allowed.

Housings must have a minimum 1" inspection hole in the back.

Pinion angle may not be changed.

No gun drilled axles.

All rear end components must be steel, no aluminum or titanium.

Tire and Wheels

Must use unaltered Hoosier 500 "IMCA" or Hoosier "H500" tires only. May use 27x8x15 or 26.5x8x15, may run asphalt F45 take off, KK704 or G-60. Grooving, grinding and/or sipping allowed only on tread contact area. Absolutely no chemical softening or and other alterations allowed.

15x8 steel racing wheels only. Beadlock allowed on the right rear only. Addition of the beadlock cannot add more than 0.750" to the overall width of the wheel. Homemade mud caps not allowed. Wheel covers or mudplugs allowed on the right side only. No bleeder valves. No wide 5 adapters. ALL WHEEL COVERS MUST BE PLASTIC AND BOLTED ON. IF YOU ARE UTILIZING THE FRONT RING IT MUST BE WELDED ON THE WHEEL.

May use steel or aluminum wheel spacers with aftermarket racing studs but must keep overall width within 78". Must use minimum 1" steel lugnuts. 0.625 studs recommended. Drilling rotors or hubs for lug pattern allowed.

Driveshaft

A 360 degree driveshaft loop (minimum 2" x 0.250") is required and must be securely mounted no more than 6" rear of the front tube weld. Driveshaft must be painted white and labeled with your vehicle number.

Engine

Engine must be mounted a minimum 70" forward from center of the rear axle. Must be a minimum 11" from level ground to the crankshaft center.

OEM or 45 degree solid engine mounts only. Must be made of steel.

3 Steel or aluminum mid plate allowed.

No vacuum/evac pumps allowed.

Engine must be able to be used in a conventional car without modifications.

Maximum 175 lbs cranking compression ration allowed.

Camshaft, Valvetrain: Maximum lift .450. Hydraulic cam and flat tappet lifters only. Must maintain 15 lbs of vacuum at 1200 rpm. 1.94 maximum intake valve diameter, 1.50 maximum exhaust valve diameter on Chevrolet engines. Stock length and diameter pushrods only. 1.5 Stamped steel rockers. No roller tips.

OEM steel passenger vehicle production block only. No GM Bowtie, Ford, SVO or Chrysler W components allowed. GM approved block numbers are: 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 1408852, 14093638, and 14101148. Stroke must

match block. No 400 or larger cubic inch parts allowed. Steel only. Absolutely no machining is allowed on the exterior of the block.

Flat top cast 4 equal valve relief or dish pistons only, no gas ported piston. OEM Crankshaft only or Scat Crank #910442, 910526 or Eagle #103503480 cannot be lightened no arrow wings, bull knife edge or undercutting of 2nd or 3rd rod throws allowed. GM 5.7 rods or Scat Rods #31CR5700, Eagle SIR5700BBLW are allowed.

Must be unaltered approved OEM Head. Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 3308862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum size valves on these heads are 1.94" intake and 1.50" exhaust. Valve springs must be stock diameter and shaped along with retainers. No beehive springs allowed. No hollow stem or titanium valves. Maximum 125 lb. seat spring pressure allowed. 3/8 Screw-in studs, guide plates are permitted. Stud girdles are not allowed. May use Engine Quest (EQ) Stock Replacement (SR) cylinder head, part number CH3501, head must remain as produced, seat angles and valve angles and valve sizes cannot be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ head, for any reason); Can be flat milled only. No angle milling allowed. Valve angle must remain as manufacture on all heads. Ford – no aftermarket or SVO heads; Chrysler – no after market or W-2 heads, 360 cubic inch heads only 2.04" intake and 1.70" exhaust valves max for Ford and Chrysler. Bowl hog 80 degree maximum and may not be any deeper than 1.50" into pocket measured from chamber floor, not valve seat. Porting, polishing, angle milling or alterations of any kind to heads, block or intake is strictly forbidden.

Cam must be chain driven, no belt/gear drivers.

Aftermarket harmonic balancers, Steel Water Pumps, Mini Starter, Pulley and oil pan allowed.

Intake manifold stock OEM unaltered aluminum or cast iron intakes only. No high performance or high rise intake. May run Eldebrock 2701 NO BOWTIES, NO MARINE, NO POLISHING, NO PORTING OR GASKET MATCHING.

A minimum (1) 1" plug above the oil level in the side of the oil pan is recommended. If not utilizing a plug, oil pan will have to be removed at time of inspection.

Only 1 maximum 19" x 27" radiator allowed and must be mounted in front of the engine. Overflow tubes must be directed toward ground.

Transmission

Automatic Transmission

Must be OEM automatic with torque converter. All OE forward and reverse gears must be operational. Torque converter must be minimum 10" and must have a minimum one-eighth (1/8) inch plug and contain three (3) quarts of transmission fluid. Must be able to hold brake while running and car will not die. Must have approved scatter shield constructed of minimum 0.125" x 3" steel, 270 degrees around flexplate. Flexplate must be full, unaltered OEM, or OEM replacement. No manual bump starts allowed.

Standard Transmission

OEM Cast Iron transmission. All OE forward and reverse gears must be operational. Flywheels must weigh a minimum of 16lbs. Clutch must be a minimum of 10" outside diameter pressure plate and disc must weight minimum of 15.5 lbs. Lightened flywheels are not allowed. Must have approved scatter shield constructed of minimum 0.125" x 3" steel, 270 degrees around flywheel.

Fuel System

Racing fuel cell required, maximum 32 gallons capacity. Must be mounted in a minimum 20 gauge steel container. Must be mounted with 2 solid steel straps around the entire cell. Minimum 2"x0.125", behind the rear end and between the frame rails.

Fuel cell must have a check valve in all vents including cap. Must have a aircraft style positive seal filler neck/cap system. A filler rollover check valve or flapper is required.

Fuel cell must not be lower than the protective cage or tubing.

NO regulators, bypass, pressurized, or returned systems allowed.

1 fuel pump allowed. Must be push rod/diaphragm style pump only and mounted in OEM location. No piston style, electric, or belt driven pumps allowed.

One fuel filter allowed between the fuel cell and the carburetor. Must not be mounted in the driver compartment.

Any air cleaner allowed. No ductwork, cool cans, or cold air boxes allowed.

Carburetor: One Rochester carburetor allowed Ford, Chrysler to Chrysler: must use unaltered OEM 2 barrel carburetor for that engine, except: booster I.D. may be machined to 0.250", venturi I.D. machined to 1.375" and throttle bore I.D. machined to 1.6875" on Rochester carburetor, 0.625" minimum booster height on Rochester carburetor. Choke plate must be removed. All carburetors must pass Go-No-Go-Gauge.

May use one carburetor spacer no more than 1" thick. No adjustable throttle bore spacers. Carburetor gasket and adapter/spacer cannot exceed 1.250".

Gasoline only. Racing fuel allowed. No E85. No fuel additives or any other chemicals allowed in fuel at any time. Fuel may be subject to testing. Fuel will be tested with NO TOLERANCE!

Exhaust:

Only headers allowed will be Schoenfeld GM 161 or 151.

Zoomies, crossovers, tri-Y and 180 headers not allowed

Exhaust system must be mounted as to direct all fumes away from the driver/cockpit area.

Mufflers required. May be 3-ring, cone, perforated, or IMCA 609 allowed.

Collector and turn down length may not exceed 20"

Weight

The overall weight of the racecar shall be measured at the conclusion of the event with the driver in the cockpit in full apparel. Minimum weight is 2,400 lbs. (B-Mod 2500 lbs)

May use ballast. Must not be mounted in the driver compartment, outside the engine compartment or body, or on the rear bumper. Ballasts must be mounted with minimum (2) 0.500" steel fasteners only. No titanium, magnesium, stainless, or carbon fiber components allowed.

All ballasts must be painted white and labeled with car number.

Protest

Any driver that finishes on lead lap and have completed in the prior 2 weeks competition may protest another driver that finishes in front of him or her. All protests must be submitted in writing within 5 minutes after completion of race. Once the protest has been initiated the protest cannot be recalled. All protests must be made in cash only and must be given to the appointed track official. All protesting drivers may be accompanied by one additional person. Protested drivers are allowed 2 additional people to aid with removing of protested parts. Teams are allowed 1 hour for removing any components except in the case a rod and piston need be removed in which 1 hour 30 minutes will be allowed. All teams are responsible for having tools necessary for disassembly. If components cannot be removed with allotted time the protested driver will be disqualified.

Section Protest - \$250.00, \$25.00 goes to track – Driver may protest suspension, engine, transmission, or fuel. If fuel is protested laboratory fees will be taken from protest fee. Protests may be anonymous, however, only protesting driver may be present.

Complete Protest - \$425.00, \$50.00 goes to track – Complete vehicle may be inspected, only one head may be removed, protesting driver chooses which side. If fuel is protested laboratory fees will be taken from protest fee. Protests may be anonymous, however, only protesting driver may be present

If protested driver is found legal, protest monies will be issued to protested driver less fees.

If protested driver if found illegal, protest monies will be returned to protesting driver less fees and penalties will apply.

Violations – First offense, Loss of points and winnings for current night. Second offense loss of points year to date and suspension up to four weeks in which decision will be made by track director.

Any driver may protest a total of 2 times per season. A driver may only be protested by another driver a total of 2 times per season. The track has the right to protest any driver at any time in which a \$50.00 teardown fee will be given to the protested driver if found legal. All decisions will be made by a track official and all decisions are FINAL.

Claim

Any top four finishing driver may have their carburetor, and or shocks claimed by another driver finishing on the lead lap behind them for a fee of \$250.00 or swap for carburetor and \$50.00 per shock may claim 1 or all 4 shocks. Claimed driver has decision for cash or swap. Claiming driver must have competed for the prior 2 weeks of completion with disqualification. Claim must be submitted within 5 minutes of completing main race to an authorized track official. Claimed driver is responsible for removing own components and must not leave the tech area until claim is complete. Drivers may be claimed a total of 3 times per season. If claim is denied penalty will be loss of points year to date and loss of current night winnings and will not be able to claim the remainder of the season. The track has the right to claim after the 3 claim has been met.

Claiming drivers will not be eligible to claim again for a minimum of 2 weeks and must compete a minimum of 2 consecutive events at the track in class claiming, and achieving a top four finish in a "A" feature main event.