

2026-2027

OFFICIAL RULE BOOK

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CHAPTER ONE

RULE BOOK OVERVIEW- All Divisions

1. The rules, specifications and procedures set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements.
2. The interpretation and enforcement of the rules, as published herein, shall be determined by the Chief Tech Inspector, and reviewed, if required, by the Oswego Speedway Competition Committee. Their decisions shall be final in all respects.
3. The Competition Committee consists of the following members:
John Torrese, Owner
Eric Torrese, Owner
Chuck Handley, Race Director
Craig Tyrrell, Assistant Race Director
4. When a competitor is subject to one or more penalties at the discretion of the Competition Committee one or more of the following penalties could be invoked:
 - a) Monetary Fine, b) Race Disqualification, c) Lap Penalty, d) Finishing Position Penalty, e) Handicapping Penalty, f) Suspension from Competition for a Definite or Indefinite Time, g) Loss of Championship Points
5. In the event a car is disqualified from the feature race, the car's owner shall receive no points or prize money for the event that the disqualification occurred.
6. If the Competition Committee invokes a monetary fine and/or championship point's penalty in lieu of disqualification, the rest of the field shall NOT be moved up in the finishing order. The proceeds from the monetary fine shall be allocated to the appropriate point fund. The decision of the Competition Committee to fine and/or invoke a points penalty in lieu of disqualification and the amount of fine and/or points penalty are not subject to protest. However, the alleged rules violation which resulted in the fine and/or points penalty is subject to protest, unless otherwise specified.
7. By filling out and signing the accompanying Official Registration Form it is agreed that the participant will become familiar with and abide by these rules, specifications and procedures as set forth in this Rule Book and prescribed subsequently by Oswego Speedway, its affiliates, officers or designated representatives.
8. No express or implied safety warranty shall result from publication of or compliance with these rules, specifications and procedures and/or subsequent modifications. They are intended only as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, crew members, spectators, track officials or others.



9. All specifications and regulations contained herein are subject to deletions, additions, and/or modifications by directives within subsequent technical bulletins, official entry forms, official programs and publications issued by Circle T Amusements (hereinafter referred to as Oswego Speedway) or by verbal directive of track management without prior notification.
10. All Oswego Speedway measuring and weighing devices shall be official devices. Track scales are the official scales at every race meet. Engine spec. measurements using track P&G, Whistler or Cam Doctor shall be official measurements. Tech inspectors' findings with respect to weights and measurements using track equipment shall not be subject to protest.
11. The Competition Committee reserves the right to reject any car or driver's entry on the basis of noncompliance with this Rule Book.
12. Race officials reserve the right to change the number of cars entered in any race, the number of races in any race meet and the number of laps in any race, at any time.
13. The use of equipment not available to all participants in the marketplace in adequate supply shall be subject to approval by the Competition Committee. Products need not be for sale on speedway grounds unless the Competition Committee specifies otherwise.
14. The chief tech inspector reserves the right to inspect any car at any time for total compliance with this Rule Book without prior notice given.
15. Any new components and/or equipment available in the marketplace, but not necessarily covered in this Rule Book, shall be brought to the attention of the chief tech inspector before being allowed to be used. The car owner and/or driver are subject to one or more penalties at the discretion of the Competition Committee for non-approval of the new components and/or equipment.
16. Track management or the Competition Committee reserve the right to change or modify any rules as they see fit, under whatever conditions that may dictate change.
17. Track management reserves the right to impound a car involved in any personal injury accident for up to 72 hours from the time of the accident.
18. All drivers, car owners and crew members shall release and relinquish to Oswego Speedway, any and all rights to publish, produce, copyright, duplicate or reproduce in programs, newspapers, periodicals, or upon hats, jackets, patches, decals, T-shirts, sweatshirts and any other novelty items, photos and drawings of their likeness or their race cars, written articles about them or by them and any other such item of every name and nature which may have originated from or be related to the events at Oswego Speedway. Further, if any event to which this Rule Book applies, is filmed, televised, videotaped or publicized, all drivers and car owners understand that such telecasting, filming, videotaping or publicizing may be done in such a manner as track management may see fit, and track management shall have the right to use the names of the drivers and car owners in connection therewith and such telecast, film, video or publicity or any future use thereof, shall in no way be construed as a violation of the drivers' or car owners' privacy and no compensation therefore shall be due or payable to the drivers and car owners from Oswego Speedway.

19. IN CONSIDERATION of the acceptance by Circle T. Amusements (Oswego Speedway) of my 2026-27 Official Registration Form, my being permitted on the Oswego Speedway premises for any event, or any of the foregoing, I for myself, my heirs, next of kin, personal representatives and assigns, FOREVER RELEASE, REMISE and FOREVER DISCHARGE and AGREE TO HOLD HARMLESS and INDEMNIFY OS- WEGO SPEEDWAY the promoters presenting races or other events, the owners (lessors) of the premises on which Oswego Speedway events are presented, the participants thereon, and the owners, sponsors and manufacturers of all racing equipment used in Oswego Speedway events, the officers, directors, agents, employees and servants of all of them, including Oswego Speedway officials and Oswego Speedway license members, of and from all liability, claims, action and of possible causes of action whatsoever, including negligence of the foregoing, that may accrue to me, my heirs, next of kin and personal representatives from every and any loss, damage and injury, including death, that may be sustained by my person and property while in, about and enroute into and out of Oswego Speedway premises.

IMPORTANT!!! - The 2026-27 Oswego Speedway Official Registration and Medical Forms which accompany this Rule Book shall be filled out COMPLETELY, signed and returned to Oswego Speedway before a driver and/or car owner shall be eligible to participate in 2026-27.

Please mail to:
Oswego Speedway
300 E. Albany St. - P.O. Box 3043
Oswego, NY 13126

CHAPTER TWO

QUALIFYING PROCEDURES - All Divisions

1. Everyone entering the pit area shall purchase and wear a pit wrist band. A driver under the age of 18 must sign and must have his parents sign a Minor Release Form to be eligible to compete. The driver must also produce a copy of his birth certificate. In the SBS division you must be 16 years old or 15 years old and turn 16 years old before Sunday of Classic Weekend. In the 350 Winged and Big Block Supermodified division you must be 18 years old or 17 years old and turn 18 years old by Sunday of Classic Weekend. Anyone under these age limits that competed in 2025 may still compete in 2026.
2. Each pit entrant must sign a liability waiver and release form at each race meet or warm-up session. By signing the release form, you or your heirs cannot sue the track for relief if you are injured or killed; the insurance benefit plan arranged for you is your relief.
3. Anyone injured in the pit area shall report his or her injury to one of the track medical personnel before leaving the premises. Failure to report an injury to the medical staff shall forfeit any medical claims.
4. The maximum height of a car hauler and tow rig allowed into the pit area shall be 10-1/2 ft. measured from the ground to the highest part, including air conditioners, tire racks, spectator rails, etc.
5. All cars shall pass a pre-race technical and safety inspection at each race meet before they are allowed to run.
6. Each car and driver combination shall be registered with the chief pit steward before entering into competition at each race meet. At registration for each race meet, the driver shall inform the chief pit steward which class (Supers, SBS and 350s) he wishes to compete in. Any change in registration of car and driver combinations at a race meet shall be made to the chief pit steward and shall be governed by all rules of handicapping and qualifying procedures.
7. Any car which has been judged to be mechanically fit, appears from the pre-race technical inspection to meet all car specifications, is registered for the current race meet and has a registered driver who is eligible to be placed into competition.
8. Only registered drivers scheduled to drive in competition at each race meet shall be allowed on the track at any time unless given special permission by the chief pit steward. Anyone starting a car in the infield shall be buckled in and have all safety equipment on, including helmet, fire suit and gloves.
9. All new drivers competing at Oswego Speedway for the first time shall report to the chief pit steward to be briefed on general rules of conduct. The new driver shall then report to the Race Director, who shall brief him or her on general driving procedures and arrange to have one of the veteran supermodified drivers take him out onto the speedway in the pace car for further instruction. The Race Director shall then give consent to the chief pit steward to allow the new competitor onto the racing surface. Failure to abide by this procedure or failure by a new driver to obey the rules set down by the chief pit steward and Race Director shall result in all driving privileges being taken away.

10. All new drivers with cars not up to speed at Oswego Speedway shall relinquish the regular warm-up periods in lieu of special warm-up sessions called "Up To Speed Warm-ups," at the discretion of track officials.
11. Each registered car and driver is limited to one qualifying heat race appearance. Any car may qualify for the feature race by competing in a heat or a consolation race.
12. A driver shall qualify the car he drives in the feature:
 - a) When a qualified car becomes mechanically unfit to race and is called "out for the night" the driver may qualify another car in the consolation race.
 - b) When a driver of a qualified car becomes physically incapable of driving, the car he qualified may be re-qualified in the consi for the feature race by another driver.
 - c) If a driver wants to qualify another car in the consi even though his car is already qualified through the heats and able to run, he shall relinquish the position of the car already qualified to be eligible to qualify the other car. In all cases, the driver shall receive championship points for the heat in which he participated and an additional qualifying spot shall be taken from the consi.
 - d) Failure to report any driver changes to the chief pit steward shall result in a scratch position start or possible finishing position penalty.
13. There shall be no substitution of feature cars. Any qualified cars unable to compete shall be replaced by consi cars. If a full starting field is not set after the consi is run, however, the field shall be completed by the highest point driver not already qualified using any car available in the pit area, provided that the car chosen was on the track at least once during the race meet. If all point drivers are qualified, a driver who is registered for the current racing season and was on the track at least once during the race meet shall qualify.
14. Relief driving shall be allowed only after the feature event has been started. No relief driving during the preliminary events. If there is a driver change during a red flag situation the car shall be brought to the pits and start at the rear of the field upon returning to the track. Relief driver shall be a currently registered driver. The driver that starts the feature shall be awarded the championship points.
15. All cars shall start in their assigned position unless prior notice has been given to the chief pit steward. If starting position changes are made prior to the event, a new lineup of all cars shall be made before racing is started. Failure to report any changes shall result in a scratch position start or possible disqualification.
16. A "rookie" shall be defined as a driver who has QUALIFIED for a feature at 3 race meets or less in any previous year and more than 3 race meets in the current year or who has received show-up points at 6 race meets or less in any previous year and more than 6 race meets in the current year. Non- points events, in any division, are not considered when determining rookie status. The "Rookie of the Year" shall be determined by the rookie driver who finishes highest in the Championship point standings at the end of the year. A driver who has raced in a previous year but is eligible to run for "Rookie of the Year" must start behind all handicapped cars in the heats for three race meets regardless of points earned.

CHAPTER THREE

HANDICAPPING PROCEDURES - All Divisions

1. Cars shall be numbered using a maximum of two digits. No letters or symbols shall be allowed. Backup cars entered into competition shall have a different two digit number from the main car.
2. Changing numbers on any car shall require re-registration of that car.
3. In order to maintain a car number for the upcoming season, the car shall have competed in at least 6 race meets during the past season and the car owner shall request the number, in writing, before March 1st of the upcoming season. If a car has not competed in 6 race meets during the previous season, the car owner shall submit, in writing, the number he wishes to run plus two alternate numbers. A car number shall be issued by the chief handicapper on a first come-first served basis. The car owner shall be contacted either by phone or by mail regarding his number for the upcoming racing season.
4. New owners of previously registered cars shall report the transfer to the chief pit steward and furnish him with all pertinent information.
5. If a driver is deemed to be lacking experience in race competition, driving in an erratic manner, unable to maintain a consistently fast speed or unable to maintain a consistent groove, race officials may start his car behind all other regular handicapped cars in any event.
6. Any driver and/or car that does not warm-up shall start scratch in his heat.
7. A driver shall not be able to run more than one qualifying heat per race meet.
8. At the conclusion of warm-ups race officials shall determine and announce the following:
 - a) the number of heat races and consolation races in each division,
 - b) the number of cars qualifying from each preliminary,
 - c) the number of cars that shall start each feature, and
 - d) the number of qualified cars from each heat that shall start the features in their handicapped positions.
9. **CHALLENGE RACES** – Challenge warm-up races will be 2 groups for all divisions. In Challenge races for Supers, it will be single car qualifying. SBS & Winged 350s will be group time trials and will be handicapped based on Oswego's handicapping, with the exception of Opening Day. Heat races for Challenge races will invert the top 12 in the Heats from Time Trials. **Challenge Feature races will redraw based on car count.** Unwinged Challenge race points will be awarded in Time Trials, Heats and Features towards Oswego Track Championship.

OSWEGO NON-CHALLENGE RACES - Warm-ups for Oswego races will be 1 – 20 minute open pit for Supers; 1 – 15 minute open pit for SBS and Winged 350s. In

Oswego races, for Supers, it will be group time trials. Group time trials will be 4 cars for 5 laps. Only one time on the track. The nights we run Heats only, it will be handicapped based on the last 3 weeks of racing. **You must be within 1.00 seconds of the fastest time in warm-ups to earn your spot.** Oswego Feature races will handicap from the last 3 weeks of racing. Points will be awarded in both Time Trial and Heats. Oswego race winner will start no better than 12th at the next attended event. Providing the Top 12 all have a 3 week handicap, any new cars will start 12th. If you attended at least one race in the 3 week handicap you will not be penalized with a Feature win but the best you can start is 7th in the Feature. The Top 6 spots in the Feature are reserved for cars that attended all 3 events. If a car qualifies in their Heat in a handicapped position and calls out for the night before the Feature line-ups are posted, we will not move the next car up in their Heat to a handicapped position. We will handicap only cars that earned their position in the handicapping. When a Feature line-up is posted and a car calls out for the night, we move the entire line-up up one position.

TIME TRIALS

05/30/26 06/06/26 07/04/26 08/08/26 08/15/26 8/22/26

HEAT RACES

06/20/26 07/18/26 08/01/26

10. a) A driver who wishes to run a late heat race shall report this to the chief pit steward within five minutes after the completion of warm-ups. Once the heat lineups have been given to the chief pit steward, and posted, the driver shall either start in his assigned position or swap heats with someone in the same position. If you are unable to find a swap, and must still start in a late heat, you will have to start from the last position.
- b) Consis – Lineup for the consis shall be straight up from the heat race results. The first non-qualifier from the heats shall start on the pole; second non-qualifier shall start outside pole and so forth. These drivers shall be followed by drivers who did not compete in the heats and new or inexperienced drivers. The balance of the feature starting grid shall come from this event.
- c) If you are at the track and do not compete in a heat or feature you will be handicapped for 9th in Heats (3 points) and 25th in Feature (52 points) for a total of 55 points. You will only be given 40 show up points for the Track Championship Point System.

TIRES

11. If you need to change tires after timed warmup, they must be damaged and you must use a previously stenciled tire and start last in your heat race.
12. After the heats if you need to change tires they must be damaged and you must use a previously stenciled tire. You must start last in feature.

CHAPTER FOUR

RACING & SCORING PROCEDURES - All Divisions

1. At the advertised starting time, competitors in the first heat shall grid their cars in the pit area. Pit steward shall direct the field onto the track and they shall line up single file behind pace car. Scuffing of tires shall be allowed at that time. The race director shall instruct the field into rows of two. At that time tire scuffing shall stop and the white flag shall be shown on the next lap. This procedure shall be repeated for all subsequent heat races. Supermodifieds shall enter the track under power. Consolation races shall be conducted in the same manner. For the features, SBS shall enter the track under power. Supermodifieds and 350s shall be pushed onto the track out of gear and stop in the first turn behind the pace car. During all races, any car entering the track after cars have been told by the race director via one way radio that we have a good lineup, shall relinquish its starting position and start at the rear of the field provided the car enters onto the track before the white flag has been displayed.

a) Radios must be on and properly working at all times while on the track, warm-ups, heats, consis, and features. No cars will be allowed on the track without a working radio. During a heat, consi, or feature, if your radio does not work or your seat belts come unhooked, you may stop at the start/finish line for assistance by track personnel. You may return to your track position without penalty. This safety related stop will be allowed ONLY ONCE PER SEASON. If it happens a second time during a season, you must go to the pits, fix the problem, and restart at the end of the field. If during a race the race director determines your radio is not working, you WILL BE BLACK FLAGGED TO THE PITS, to repair your radio, if you have already used your one safety related stop.

RACEceiver AND SCANNER WILL NOT BE ALLOWED. YOU MUST PURCHASE A HYT-TC-500 3.5 WATT RADIO OR EQUIVALENT.

2. Cars being pushed for starting shall stay to the inside of the racing surface. Any car that has excessive speed in the pits will be given one warning per season. After the warning, excessive pit speed in warmups will penalize the driver to the rear starting position for their qualifying heat race. Excessive pit speed in heat races will penalize the driver to the rear starting position for their feature. Excessive pit speed in the feature will penalize the driver to the rear starting position in the next heat race event they attend.
3. Any car passing the pace car once the field is pushed off for the purpose of gaining a warm-up lap shall forfeit its assigned starting position.
4. All repairs shall be done in the pit or infield area. No repairs shall be made while on the racing surface, pit entrance or exits. Offenders shall be black flagged to the pits and may not be allowed to return, at the discretion of race officials.
5. All races shall get the initial green flag when the two front row cars reach the 4th turn starting line. No passing or moving out of line until the green flag is waved. Penalty for either shall be as specified in paragraph 11 below.

6. If the front row is uneven at the start of the race, the race shall be yellow flagged and both front row cars shall receive a warning from the starter. If there is another "ragged" start, the entire front row will go to the second row and the second row will go to the front row.
7. On the initial starts, any driver who creates a dangerous situation by making a "low move" down the front or back straightaway, shall be subject to one or more penalties at the discretion of the Race Director.
8. On a false start, the green flag shall be given followed by a caution flag on the backstretch in order to avoid a first turn mishap.
9. If a yellow flag occurs on the first lap, it shall be deemed a complete double file restart, provided caution laps do not count. In longer races, when caution laps count, once the green flag is given the race has officially started and all laps count even if a yellow occurs on the first lap. If a car "jumps" the start of a cautions count feature, the car shall be penalized as specified in paragraph 11 below.
10. For Supermodifieds, all restarts after one completed lap shall be single file. All restarts that occur within the last ten laps of a feature race shall be lined up as follows: all cars on the lead lap running in the track position scored on the last completed lap prior to the yellow, followed by cars down one lap or more running in the track position scored on the last completed lap prior to the yellow flag. FOR ANY CAUTIONS COUNT RACES THE LAP CARS WILL NOT BE PUT TO THE REAR. Once the white flag has been given on these restarts, cars shall remain in single file and one behind the other until the leader reaches the restart stripe in turn 3 and the green is displayed. Once the leader reaches striped yellow line on the backstretch, he shall begin a gradual acceleration, reaching race speed at the restart stripe in turn 3. Should the restart be considered unfair or not smooth the leader shall receive a warning from the competition director. If there is another "ragged" restart, the leader shall be placed to the fourth position on the lead lap. The penalty for lining up offset or passing under caution on a restart shall be as specified in paragraph 11 below.
 - a) **Double File Restarts for SBS & Winged 350** - Double file restarts will be used in the SBS and Winged 350 divisions. The last two laps in the preliminary events and five laps in the Feature will be single file. At the arrow painted on the track off Turn 4 each car will pick inside or outside and must start in that lane. If you try to switch lanes after the arrow you must start at the end of the longest line. The front row will proceed to the firing line in Turn 4. The leader after choosing inside or outside must fire first. The leader controls the race but if the second placed car fires first, the yellow will come out and the next start will be single file. If your car causes the yellow and does not pit the car goes to the end of the longest line. If your car pits you go to the end of the longest line behind the cars that caused the caution and did not pit.
11. The penalty for violation of the start or restart procedures, as specified in the above paragraphs, shall be the loss of four positions on the next restart or the end of the race. When the false start or restart penalty has been imposed, the tower will inform the Chief Pit Steward who will inform the crew chief of the penalized team. On the next restart, the penalized car will be sent back 4 positions but will not lose a

lap. If there is no subsequent restart after the penalty has been imposed, the penalized car shall be scored back 4 positions on the same lap it was running at the end of the race.

12. Any car which delays the start of a race during the pace laps by slowing or stopping on the track shall be motioned into the pits and be replaced by the bubble car but shall be allowed to return at the rear provided the white flag has not been displayed.
13. At the start of any race when the cars are double file, there shall be no swerving of cars to scuff tires. Competitors caught in the act shall lose their starting position and start scratch.
14. Any car which dumps liquid (oil, rear end grease, fuel, water) onto the racing surface shall be brought off the track immediately and may not be allowed to return, at the discretion of race officials.
15. Any car that deliberately stops on the racing surface or intentionally spins to cause a yellow flag and then attempts to rejoin the race shall be black flagged to the pits and may not be allowed to return, at the discretion of race officials.
16. All supers leaving the racing surface during practice shall use the 3rd or 4th turn pit entrance. All small blocks and other divisions entering the pits from the track shall use the 3rd turn pit entrance. All cars exiting the track during a race under green flag conditions should use the 3rd turn pit entrance. However, in an emergency either the front, 3rd turn or 4th turn entrance may be used.
17. Any car which receives the white flag in any race is considered to have started the race and shall be paid and scored accordingly. During feature races when we have a good lineup and start warm-up laps, all cars on the track will be considered as having started the feature. You do not have to take the white flag. In heats and consolation events a car must take the white flag.
18. For the feature race, consolation or bubble cars shall fill out the field in the scratch positions if the field is not complete, provided they are ready to be pushed off onto the track, prior to the white flag. In the event a car pulls off on any of the pace laps, prior to the white flag, the race shall be relined.
19. When a race is slowed or halted all cars which necessitated the race to be slowed or halted shall be placed to the rear of the field in the order which they finished the last completed lap if they are able to restart. Cars causing a yellow flag shall be placed to the rear of the field in the order in which they were originally scheduled to start the race if the accident occurs on the first lap.
20. If a car causes contact, and a yellow flag is displayed for that contact, but continues through the accident scene, that car could be deemed as causing the yellow and will be penalized to the rear of the field. All other cars involved could also be sent to the rear. Any car that spins or stops to avoid the initial contact that caused the yellow will be returned to their position on the track. All decisions will be made by the race director after conferring with the flagman and corner men. All decisions are not protest able.

- a) If there is a restart and then another yellow with no more laps complete, any car restarted will be scored ahead of any car that did not restart from the first caution.
21. All cars not able to resume racing after a race is slowed or halted shall be scored by the number of laps completed. Cars with the same number of laps completed shall be scored as to how they were running in relation to each other on the last completed lap before the race was slowed or halted, except that those cars causing the yellow or red flag shall be scored at the rear of all cars completing the same number of laps.
 22. A precautionary or "courtesy" yellow flag may be waived by a flagman for an impending crash, a car "out of shape" or other potential safety hazard. In this particular situation, the car or cars in question may not be penalized, at the discretion of race officials.
 23. Scuffing of tires shall be allowed during caution periods when there is a single file restart, away from the accident scene. Any drivers scuffing tires or running double file through an accident scene shall be sent to the back of the pack on the restart.
 24. If the same car causes multiple caution periods during a racing event, that car shall be subject to disqualification and removal from the racing surface, at the discretion of race officials.
 25. If a race is slowed or halted because of adverse track conditions, no cars shall be penalized.
 26. In the event of a red flag situation, all cars shall STOP as quickly and safely as possible at any point on the racetrack and away from the accident scene, leaving the very inside lane open for emergency vehicles. During a red flag, all vehicle movement in the pit area shall also cease. Once the emergency situation has been brought under control and the red lights are turned back to yellow, cars may then be taken to the pit area by push trucks but cannot fire up on the track. No work shall be done on the car while stopped on the track. No refueling of cars while stopped on the track unless specified by race officials. Cars shall restart in the order of the last completed lap for cars remaining on the track followed by cars in the order in which they return to the track from the pit area.
- a.) If we call an immediate red with no caution before we restart, we will allow crews to go on track and back off cars. If we go Yellow /Caution and decide to go Red after 1-2 caution laps, we will not allow crews to go on track to back off cars. If your car will not start after multiple laps, we will be forced to send you to the pits. We will do everything in our power to help you get started. If any crew member does anything else to the car besides just backing it off, you will be immediately disqualified.
27. Any car which pits during green flag racing may re-enter the race under its own power at any time. The car shall be charged with all laps lost while it is out of competition. The lap in which the car returns to competition under the green shall not be scored.

28. Cars that are slow, erratic or unable to maintain a consistent groove, shall be black flagged off the racetrack and may not be allowed to return, at the discretion of race officials.
29. All supers leaving the pit area during competition shall do so under their own power. Supers that do not fire up by the second turn exit shall stay in the infield and attempt to refire using the aforementioned procedure. No push trucks shall be allowed on the racing surface during the race. Small Block and other divisions shall stop at the second turn starting stripe and be motioned by the pit steward to leave the pit area and return to the speedway. During all feature events, a driver may start from his pit stall.
30. If a car pits during a caution, work is permitted on that car. Once the track is clean, safe, and considered race ready the track safety crew will inform the tower. As long as there is a good lineup, the white flag will be presented to the field the next time the leader exits turn four. There will be no courtesy laps for cars still in the pit area once the white flag is displayed. The choice to pit is the competitors. Cars can rejoin the track at any time during green flag conditions as long as inspectors deem the car to be safe for return.
31. Any car may be taken to the pit area during a yellow flag situation (or in a red flag situation AFTER they have stopped completely and the emergency situation has been brought under control) and may re-enter the race at any time. If the car re-enters on a yellow flag situation, it shall be placed at the rear of the pack on the lap it was running when it entered the pits. If the car enters in the middle of the pack on the green flag lap, it shall be scored as "down one lap."
32. When the white flag is displayed for all starts and restarts, all corner lights shall be turned out. If the caution lights come on and the corner men show the caution flag during the "white flag lap" it means that you shall NOT receive the green on the next time by the starter. You shall slow down, stay in line and receive further instructions from the race director.
33. If a car has been in an accident and the damage is extensive enough to prevent it from continuing in that race, the car shall be reinspected by a tech inspector before being scheduled in another race. Any car that has been in an accident may or may not be allowed to start in its earned handicap position in the next race after the crash, at the discretion of race officials.
34. Any driver deemed to be rough riding, driving in an erratic manner, displaying unsportsmanlike conduct or disobeying race procedures, qualifying procedures or flagging rules shall be subject to one or more penalties at the discretion of the Competition Committee.
35. Once the starting lineup is set for the Super, 350s and SBS Features the pace car shall be brought into the pit area and the cars shall be given several hot laps to bring tires and engines up to racing temperatures. The bubble car shall not be allowed to participate in this hot lap session at the rear of the field. For the supers, all caution laps from the initial push off shall be counted towards a fuel stop. All cars shall be stopped for refueling after 65 caution laps have been run. The number of caution laps run shall be counted by race officials and is not subject to protest. Only 2 crew members per car shall be allowed on the racing surface to

refuel. No repairs shall be allowed on a car without returning it to the pits. There shall be no refueling provisions for preliminary events, unless deemed necessary by race officials.

36. All races shall be run until the leader of the race receives the checkered flag. In the event of a yellow flag after the checkered flag, the cars which did not complete the race under the checkered flag shall be scored in the order in which they finished the last completed lap. Cars which caused the yellow shall be placed to the rear of the order. If a restart is delayed by rain and subsequently checkered, cars shall be paid in the order in which they would have restarted the race.
37. If a driver fails to present himself in Victory Lane after winning any race to accept a sponsorship presentation, he is subject to one or more penalties at the discretion of the Competition Committee.
38. The official order of finish shall be determined by the total number of laps completed. When two or more cars finish with the same number of laps completed, the higher finishing position shall be given to the car that finished the same number of laps first. Unless there are multiple cautions for the same lap. Then cars in the last caution will be scored ahead of cars in the previous cautions.
39. Videotape that is produced during any given race meet may be used by race officials to help make race decisions, but the final decision shall be made by race officials without regard to the videotape if it is deemed to be inconclusive.
 - a) Official finishes at the line will be determined by scoring on the transponder system. Placement of transponders must be at the exact location according to the rule book. Any transponder blatantly placed forward of this location will cause the car to be disqualified. Checking of transponder location will be done randomly at all tech inspections.
40. Following the completion of scoring after each feature race, the official order of finish shall be announced. All protests shall be made within 5 minutes to the track officials in the pit area who will immediately contact the tower officials. Only one member from the crew filing the protest shall enter the official's tower to question the results.
41. During the race meet, including the protest period, any driver, owner or crewman under the influence of intoxicating beverages or drugs of any kind, shall be removed from the speedway grounds and shall be subject to one or more penalties at the discretion of the Competition Committee. In addition, their protest shall be immediately rejected.
42. The car owner is responsible for the conduct of his entire race team, including the driver. Professional conduct is expected from each race team while on the speedway premises. If an altercation occurs between a competitor (owner, driver or crew member) and a track official or between competitors on the speedway premises, which results in physical assault, the competitor(s) directly involved shall be subject to arrest and denied further entry to the speedway for a period of time, to be determined by the Competition Committee. In addition, the car owner(s) affiliated with the competitor(s)

directly involved in the altercation shall be subject to one or more penalties, at the discretion of the Competition Committee. Penalty for first offense is appealable, but penalty for second offense in the same race season is not subject to appeal. If any member of a race team involved in an accident or situation goes to the pit area of another team involved in the accident or situation or comes to that team's defense, with no invitation, immediate disqualification will occur. Disturbances, name calling, or fighting between competitors will not be tolerated.

43. Then a race meet is halted because of weather conditions, all laps run shall be scored. In the event where racing is unable to be continued the following schedule shall be used: If all heats have not been run, rain checks shall be honored for the rescheduled date of that particular race meet. Race officials reserve the right to keep or cancel the preliminary races run before the race meet was halted.
44. If a race meet is postponed after the heats and consi have been run, rain checks shall not be honored. All races remaining to complete the postponed race meet shall be rescheduled and run as the first part of a future race meet. All cars shall start the rescheduled race meet in the positions earned prior to the time the race meet was postponed.
45. If more than half of the feature race has been run and it is unable to be completed due to weather or track conditions the race shall be considered complete, all positions shall be paid according to the order of the last completed lap and championship points shall be awarded to the drivers.
46. If less than half of the feature race has been run and has to be postponed to a later date, all cars that originally started in that particular feature race shall be allowed to restart. Cars that were already out of the race at the time of the postponement shall restart the race in the rear. Their restart positions shall be determined by the total number of laps completed.
47. Should a race meet be halted at a time when it could not be continued on a future date in the same season, any posted prize money shall be paid for all races completed and positions held by the cars at the time the race is halted. If less than half of the feature event has been run, no championship points shall be awarded.

CHAPTER FIVE

FLAGGING RULES - All Divisions

If a driver does not comply with the following flagging rules, he is subject to one or more penalties, at the discretion of the Competition Committee. Any decision with respect to flagging rules is not subject to protest.

WHITE FLAG: Cars shall receive the white flag one lap prior to the start and restarts of all races; and one lap prior to finish of all races.

GREEN FLAG: Shall be waved as the lead cars reach the 4th turn starting line for the start of all races. On restarts the green shall be given as the leader reaches the restart stripe in the 3rd turn.

RED FLAG: Shall be displayed in the event of a serious accident on the racetrack. All cars shall stop as quickly and safely as possible at any point on the racetrack and away from the accident scene. Leave the very inside lane open for emergency vehicles.

YELLOW FLAG: Shall be displayed in the event of a minor accident or spin. All cars shall proceed at a reduced speed in single file. The pace car shall pick up the leader. All yellow flag laps shall be counted for fuel consumption.

BLACK FLAG: Shall be displayed to bring a car into the pits from the racetrack for consultation.

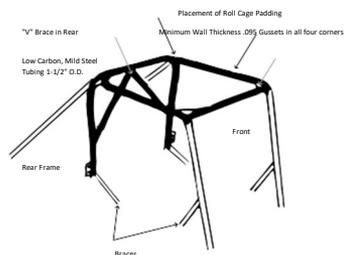
PASSING FLAG: Shall be displayed as a warning to slower or lapped cars that they are being overtaken by the leaders of the race. If you are alone on the race track the cornerman will point you down letting you know you will not lose a position. If you are racing with other cars just the flagman will show you the passing flag warning you that the leaders are coming.

CHAPTER SIX

2026-27 SUPERMODIFIED CAR SPECIFICATIONS CHASSIS & COMPONENTS

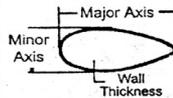
SUPERMODIFIED CHASSIS

1. The supermodified chassis (frame) must be made with SAE 4130 condition "N" seamless steel tubing. This includes the chassis, all cross members and diagonals. The bumpers and nerf bars can be made from mild steel. The main frame rails, including the roll cage, must be made with 1.5" O.D. and .095" wall thickness. The cross members in the cockpit area must also be made of 1.5" O.D. and .095" wall thickness. The chassis must have adequate diagonals which must be a minimum of 1" O.D. and .065" wall thickness or equivalent. The vertical diagonals in the cockpit area must be properly spaced to prevent a front bumper from contacting the driver in the case of a side impact.
2. The cockpit area of the chassis, including the roll cage, must be a minimum width of 17" and a maximum width of 22" measured outside the frame rails.
3. The roll cage must be of a height that the top of the driver's helmet, while strapped in race position, is 2.5" below the top of the unpadding roll cage. A four (4) inch distance between the driver's helmet and the bottom of the roll cage is recommended.
4. The roll cage shall be incorporated as part of the chassis construction and shall be attached to the frame in four (4) locations to the upper frame rails. However, it is recommended the roll cage uprights connect to the lower frame rails. The roll cage uprights will have a corner gusset a minimum of 3" away from the joint, where the roll cage uprights attach to the upper frame rails, to prevent the separation of the roll cage from the frame. The gussets will be a minimum of 1" O.D. and .065 wall thickness. The roll cage must have an x brace or v brace to support the rear roll bar hoop. These braces must be made of a minimum of 1" O.D. and a minimum wall thickness of .065". The rear roll cage hoop must have additional braces (one on each side) that extend from the upper frame rails to at least halfway up the height of the rear hoop. These braces should be at a 45 degree angle and be made of 1.5" O.D.*.065 wall thickness.
5. The wheelbase (the distance from the center of the front axle to the center of the rear axle) can be not less than 90" or longer than 100".
6. The supermodified shall be rear wheel drive only. 4 wheel steering or rear wheel steering will not be allowed.



7. The 4 wheels shall be located in the standard position; left front, right front, right rear, and left rear.
8. The engine shall be mounted in the standard location; front of the engine facing forward and the rear of the engine facing rearward. The entire engine will be located in the front 2/3 of the wheelbase ahead of the driver. No reverse rotation engines.
9. All components, including headers, engine, oil tank, and radiator may not extend beyond the outside edge of the tires.
10. There shall be a firewall between the engine and the driver. A steel or aluminum plate at least 1/16" thick shall be adequately fastened to the frame between the engine and the driver. This firewall must be sealed to prevent fluid or fire from coming in contact with the driver.
11. The driver's torso must be located behind the engine, to the right of the engine, and front of the rear axle.
12. No articulating chassis.
13. Streamline tubing is permitted but cannot be used for diagonals or crossmembers in the main structure (center section). Below is a chart that will help enable you to choose the correct streamline tube size. The wall thickness in this case is only an example, but the comparison would be the same if the wall thickness you choose is thicker.

Major Axis	Minor Axis	Wall	Equivalent Round Tubing		Wt./ Ft.
			Tension	Compr.	
1.012	.428	.035	3/4"	1/2"	.2687
1.180	.500	.035	7/8"	7/16"	.3140
1.349	.571	.049	1"	5/8"	.4977
1.685	.714	.049	1-1/4"	3/4"	.6285
2.023	.857	.049	1-1/2"	1"	.7593
2.360	1.000	.049	1-3/4"	1-1/8"	.8902
2.697	1.143	.049	2"	1-1/4"	1.021
3.372	1.429	.049	2-1/2"	1-1/2"	1.283



FRONT and REAR SUSPENSION

1. The maximum width of the front end and rear end shall be 85". This is measured from the outside of the bead area of the wheels.
2. Independent front suspension is permitted. Independent rear suspension is not permitted.
3. Front axle Supermodifieds must have the front axle made of steel and go directly from the right side spindle to the left side spindle with no interruptions. Any type of axle construction may be used. The axle may be two piece to prevent binding. Any spindle may be used.
 - a) Commercially available front axle poly tethers, designed for racing applications, are required on all independent front suspension Supermodifieds. No independent front suspension Supermodified will be allowed on the Speedway at any time, without the required front tethers. Front poly tethers are highly recommended on front axle Supermodifieds. Tethers must be attached in a manner which constrains all front end components in the event of a racing accident. Independent front suspension Supermodifieds will have spindle tethers to the main frame, each side. It is recommended that two piece front axle Supermodifieds have one tether on

each side of the axle with either spindle or radius rod mount attachment and connected to the main frame, each side. Tethers must be a 6mm tether or greater. A 6mm tether has a finished or woven diameter of approximately 0.400 inch (approximately 1.25 inch in circumference) if measured.

4. The rear end can be a quick change or non-quick change. Front load quick changes are not permitted.
5. The lowest gear ratio allowed is 4.12.
6. The rear axle can be steel or aluminum only and must be a 3" open tube design. No homemade rear axles allowed. The rear end assembly must be of standard design (i.e., Winters 637S, Halibrand, DMI etc.) with rear end gears facing toward the rear of the car. Any other designs must be approved by Oswego Speedway tech. Titanium is not permitted with exception of the lower shaft and bolts.
7. The supermodified shall have 4 wheels with 2 rear wheel drive and front wheel steering. No four wheel drive, front wheel drive, four wheel steering or rear wheel steering shall be allowed. The 4 wheels shall be located in the standard positions: left front, right front, left rear, and right rear.
8. The driveline shall run directly from the engine to the rear end. No transfer case assemblies, clutches, transmissions or hydraulic couplings of any kind shall be allowed. In-out boxes are allowed.
9. The cockpit shall be located within the wheelbase.
10. The driveshaft shall be steel or titanium and should be painted white for visibility. The driveshaft shall be located outside the main frame rails and must run directly from the crankshaft flange to the rear end flange. The driveshaft must have 2 driveshaft guards located 3" to 5" away from the joints. They shall be constructed of ¼" x 2" steel and properly fastened to the chassis or nerf bar. CV jointed driveshafts are allowed.
11. No transmissions allowed.
12. A safety chain or cable shall be fastened from the torque arm to the chassis.
13. Supermodifieds must have 4 shock absorbers, one (1) for each wheel. If adjustable shocks are used the shock (shock body and/or canister) can have no more than 2 adjustments. If a 3 or 4 way shock is converted to a 2 way it must be done in a manner approved by the shock manufacturer and verified by Speedway Tech. Any shock absorber manufacturer is permitted. Maximum cost per shock is \$1,500 retail price and the shock must be available to any competitor at that price. No knee action or rotary shocks are allowed. All shock and spring combinations must be approved by Tech.
14. Springs must be steel magnetic.
15. Any type of suspension can be used providing it meets the previously mentioned rules.
16. All cars shall have an engine belly pan located under the engine. The belly pan shall be flat on the bottom, have NO Aerodynamic properties and be of size, shape, and material capable of holding entire liquid contents of car's engine.

The belly pan shall be fastened directly to the bottom of the frame of the car. The use of a fireproof absorbent pad in the belly pan is highly recommended.

17. All cars shall run 2 fully functional Schoenfeld 103535K - 10" or 112535 - 11" or Beyea mufflers that are unaltered. No homemade mufflers or baffle systems allowed. Mufflers shall be connected on the end of the header pipes and the kick out should be positioned at a 45 degree angle to the ground.
18. No modifieds, small block supers, sprinters or cars identified as such shall be allowed to compete with the supermodified division.
19. No fan cars are allowed. NO body panels, scrapers, flaps, skirts of any kind or material, shall extend below the bottom frame rails on all four sides of the supermodified.
20. 12 volt dry cell battery shall be allowed provided it is securely fastened to the frame inside the main frame rails and outside of the driver compartment and have a protective covering to prevent spillage of acid in the event of accident. The approval of the covering shall be determined by Oswego Speedway Tech.
 - a) Electronic Systems. The use of electronic logic processors to control any functions of the race car are illegal. Any system for the continuous data gathering from any function of the race car chassis is prohibited at any event including practice, heat races, qualifying and features. This does not include oil pressure warning system or Tell Tale Tach.
21. No radio controlled, computer (controlled aided or activated), or computer recording devices of any kind, including traction-control devices. No articulating chassis, body panels, or active suspensions allowed. Engine rev limiters that are only utilized to protect the engine from over- revving are allowed if they meet the following criteria. They must be adjusted to a pre-set limit, not to be driver reachable or adjustable, and do not operate due to sensing a loss of tire traction or control a loss of tire traction. Tachometers with memories are allowed.
22. Wide-five and six pin hubs shall be allowed on the front of the super-modified. On the rear six pin hubs, wide five hubs manufactured by Bicknell Racing Products (part #BRP 4304 and part #BRP 4307), wide five adapter plates manufactured from 6061 T-6 5/8 part # BRP-135 or equivalent shall be allowed. Splined rear wheels (e.g., Sander Engineering) are also allowed.
23. All supermodifieds shall be equipped with a working AMB transponder, while on the racing surface. The transponder shall be located at the right rear of the car and be securely fastened to the frame or body panel. The transponder shall be mounted so that the front edge of the transponder is 140.5 inches behind the front edge of the front crash bar. The transponder shall have a clear view of the track, and not be mounted over frame members, suspension parts, or body panels.

ENGINE & GEAR SPECIFICATIONS

1. There shall be only one engine in a supermodified. It shall be an American

made, cast iron, Chevrolet 427 c.i. or 454 c.i., Ford 429 c.i. or 460 c.i. or Chrysler 440 c.i. V-8 big block (including truck blocks) with 2 valves per cylinder and one spark plug per cylinder. The engine shall not exceed 470 cubic inches of displacement.

2. All competitors shall use an approved head for competition purposes. Aluminum heads shall be a standard engine manufacturer's type with standard engine manufacturer's valve covers, valve location, placement and standard intake port configuration. Valve angle must be stock and must not be less than 23 degrees after machining or angle cutting. The following list of heads, although non an all-inclusive list, ARE approved:
 - a) Chevrolet 3919836, 14011076, 14044862; Brodix BB2 thru BB2extra; DART 320, 360, Pro 1; WP020630-3&4; AFR 315 thru 357.
 - b) Ford -M6049-A429, M6049-A460, M6049-B460 Aluminum Heads, Blue Thunder 429 and 460 Aluminum Heads.
 - c) Chrysler - Brodix B1 and B1BS Aluminum Heads, World Products 026040 & Indy-1, Indy-SR Aluminum Heads. Any cylinder heads not listed above must be approved by tech inspector before being used in competition. All cylinder heads shall have standard engine manufacturer's valve covers, valve angle, location, placement, and standard intake port configuration. No welding is permitted to raise the head runners, ports or intake manifolds which would allow or result in port relocation.
 - d) A STOCK GASKET (e.g., MR. GASKET 121) MUST FIT INTAKE PORT/INTAKE BOLT PATTERN AND SHAPE. Manufacturer's identification number shall remain on the cylinder heads at all times.
3. The pistons shall be made of aluminum.
4. The crankshaft and connecting rods shall be made of steel only. A 1" DIAMETER INSPECTION HOLE on the bottom-left of the oil pan is MANDATORY. The inspection hole must be easily accessible and afford a clear unobstructed view of the crankshaft and connecting rods. Engines without this inspection hole are subject to removal of oil pan for inspection of crankshaft and connecting rods.
5. No timed injection or injections identified as such shall be allowed. Turbochargers, superchargers, nitrous oxide and oxygen injection set ups shall not be allowed. Electronic fuel injection systems shall not be allowed. Only one injector nozzle and one injector line per cylinder. Only cast, one piece and three piece injection manifolds permitted. Fuel shall be injected through fuel injection system and not through head. No adapter plate or spacers between injection manifold and heads shall be allowed. Screen no larger than 1/4" shall cover top of injector stacks, to minimize foreign objects entering the engine.
6. **TRACTION CONTROL**
 - a) Traction control of any type is not permitted and will result in a one year suspension if found.
This includes ignition retarding devices, either automatic or manual.
 - i. Ignition systems must be magneto type. No electronic ignitions are

permitted.

- ii. MSD 12LT or Vertex are the only magnetos permitted.
- iii. Magnetos CANNOT have either an internal or external advance or retard mechanism.
- iv. Crant triggers are not permitted.
- v. MSD magnetos are limited to one (1) electronic pick-up. Vertex magnetos are limited to one (1) set of points.
- vi. Vertex magnetos are limited to one (1) external electrical stud connection.
- vii. MSD magnetos are limited to one (1) 4 pin Deutsch connector and one (1) ground wire.
- viii. One (1) external coil is permitted on Vertex magnetos.
- ix. One (1) points box is allowed on the MSD magneto.

b) One tachometer may be linked into the system, but you may be asked by TECH to disconnect it at any time during the event.

7. No ethylene glycol based antifreeze or coolants shall be allowed in radiator. Water Wetter and/or similar types of radiator additives are allowed. WATER PUMP LUBRICANTS ARE ALLOWED.
8. The lowest gear allowed shall be a 4:12.
9. ALL METHANOL used by the supermodifieds at Oswego Speedway will be purchased from the designated Oswego Speedway fuel supplier, TO BE ELIGIBLE FOR POINT FUND MONIES.

TIRE & WHEEL SPECIFICATIONS

1. The only tires allowed in competition shall be the following:

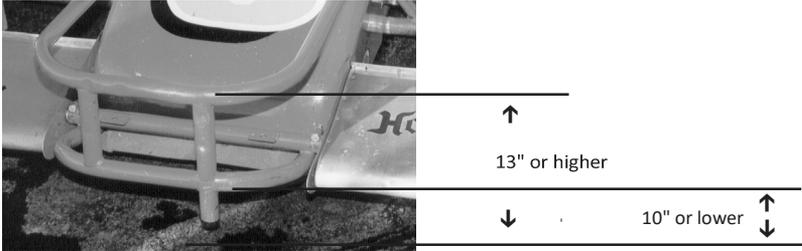
Left Front - Hoosier 11/24-15	Compound 2030
Right Front - Hoosier 13/26-15	Compound 2040
Left Rear – Hoosier 13/26.5-15	Compound 2040
Left Rear - Hoosier 13/27-15	Compound 2040
Right Rear - Hoosier 17/28-15	Compound 2045
2. The pricing on all tires will be announced at the beginning of the race season and will remain the same as long as there is no increase by Hoosier. Availability will remain the same which means the specified sizes, e.g., 17/28-15 compounds, and does not mean desired “chalk mark”. Tires must be purchased from the Oswego Speedway designated tire dealer. No chemical treating of tires to soften compound. Oswego Speedway officials reserve the right to examine, test, or confiscate any tire that is in question.
3. Before any qualifying begins the left rear, right rear and right front tires shall be marked with a qualification stencil. All qualified cars MUST start the Time Trials, Heats and Feature with those tires. If one of the stenciled tires is changed before the start of the Time Trials, Heats or Feature for ANY reason, the car shall start at the back of the field. Any tire change must be a previously stenciled tire and approved by a Tech Inspector. If time allows, we will allow you to put 12 laps on a new tire before feature.

4. During the feature race, a car shall be allowed to change any tire(s) which is completely flat, destroyed or unraceable, as determined by a tech inspector. More than one flat tire can be changed at one time. Any tire change must be used tire. If a heat race tire is determined defective by our Tire Supplier you may put a 12-lap Tire on and start 18th. It must be a stenciled or used tire.
5. All wheels shall be made of steel, magnesium or aluminum.
 - Minimum thickness for aluminum wheels shall be 3/16" (.187") with a 1/2" center section. Minimum thickness for steel wheels shall be .115" with a 3/8" center section that is at least 7" in diameter. Splined rear wheels are allowed.
 - No bead locking devices allowed.
6. No clip-on wheel weights allowed. The wheel weight shall be fastened inside the outer edge of the wheel and fully taped.
7. All LR and RR tires must be picked up at the track the day of the race.

BODY DESIGN AND DIMENSIONS

1. The wheelbase of a supermodified shall not exceed 100 inches, measured from the center of the front axle to the center of the rear axle.
2. The maximum overall width of a supermodified shall be 85 inches, front and rear. This measurement will be made in the following manner. At the rear, this measurement will be made using the Oswego Speedway measuring plates, in contact with the outer surface of the rim, outboard of the tire bead- mounting surface. At the front, the measurement shall be made at axle height, at the same outer rim surface. It is the team's responsibility to ensure this width is not more than 85 inches, no matter what front end geometry is utilized.
3. No vertical body panels or any other material shall extend below the bottom frame rails.
4. Wear or skid plates are allowed provided they are no thicker than 3/8" and no wider than 2."
5. All body panels shall be made of metal or fiberglass. No Carbon Fiber body panels. No Lexan, Plexiglas or transparent material shall be allowed, except for windshields.
6. The intent of these body rules is to provide for the construction of safe, aerodynamic and attractive supermodifieds. This is for the benefit of both the competitors and the spectators.
7. FRONT SECTION: From the center of the front suspension to the outermost portion of the front bumper.
 - a) Length of front section shall not exceed 34 inches.
 - b) Width shall not extend beyond the inside dimensions of the tires.
 - c) Single element nose wing may be used. The wing cannot be wider than the inside of the front tires, no higher than the bottom of the front bumper and must be behind the leading edge of the front bumper. Wing surface top and bottom must be smooth. Wickers are allowed. The front wing side plates will be flat, smooth and single plane with the exception of a maximum 3/4" bend added for stiffness.

d) Front bumper is mandatory. The bumper shall be at least 12" wide (at its narrowest point) and no wider than 16". The bumper shall be at least 3" high. It shall consist of 2 hoops with at least 2 front verticals. The bumper shall be constructed of 1" O.D. and .065" wall thickness or larger. All bumpers shall be mandrel bent to prevent sharp corners. The top loop of the bumper can be no lower than 13" and no higher than 22" from the ground. The lower loop of the bumper shall be no higher than 10" from the ground. If a jacking device is used it may be no longer than 2" and must point straight down.



e) Height of the front section, including inboard suspension and rocker arms, shall not exceed the height of a straight edge laid across the top of the left front to right front tire.

f) Body sheet metal shall be a single plane surface.

g) The front body panel or nose piece shall not be lower than the belly pan of the car.

8. CENTER SECTION: Area from the center of the front suspension to the center of the rear axle.

a) Hood height shall not be higher than 2" above the steering wheel. The hood can be no wider than the outside dimensions of the chassis 22". A shroud to cover the throttle linkage can be used but may not cover the sides of the intake manifold.

b) A Lexan or similar material windshield can be used providing it is not wider than the roll cage and is no higher than 5" above the steering wheel.

c) Side body panels shall be no higher than bottom of headrest, while the driver is strapped in the seat. The driver shall have a minimum of 135 degrees of un-obstructed vision on each side while strapped in the seat. No sheet metal shall extend into the cockpit beyond the inside dimensions of the upper frame rails.

d) A roll cage sun visor is allowed. If used it must not exceed 4" in height or be wider than the roll cage. The visor may be contoured to fit the roll cage front cross tube but must not extend beyond the cross tube. Driver's name on it is highly recommended.

e) Nerf bars are mandatory on both sides of the car. It shall be made of steel only (mild steel is acceptable) with a minimum of 1" O.D. and a minimum of .065" wall thickness. The nerf bar shall extend to within 1" of the outer edge of the tire but cannot extend beyond the outer edge of the tire. The nerf bars must not be further than 10" from the face of the tires and shall be

at a height the same as the centerline of the axles. Each nerf bar must be attached to the chassis a minimum of 4 locations. Nerf bars must be attached to the chassis at the front, rear, and 2 positions at the center bulkhead, (the bulkhead behind the engine that the driver's legs go through)1 to the upper frame rail and 1 to the lower frame rail. This configuration will help protect the driver in case of a side impact and prevent the nerf bar from bending or deforming as a result of side impact which will protect the driver. One piece of nerf bar sheet metal per side is allowed. It shall be no more than 12" high and 48" long. Sheet metal must be safely attached to the outer most part of the nerf bar. Must be mounted vertically, must be flat (not curved) and perpendicular to the rear tires. No bends or breaks will be allowed. This is allowed to promote sponsors and not to gain an advantage.

- f) All supermodifieds must have a continuous flat belly pan which is attached to the bottom of both the left and right lowest frame rails. The rear belly pan may be extended and flare up no higher than 12" from the ground and no farther rearward than 46" which is the edge of the rear bumper and be no wider than 22". There shall be no vertical sides extending lower than the belly pan or it's extensions. No diffuser type panels and NO tunneling or channeling air. A belly pan is also required under the engine. This pan must hold the entire liquid contents of the engine. A fireproof absorbent pad in the bottom of the belly pan is recommended to prevent a car from sliding on its own liquid.
- g) Under chassis tunnels are not permitted. No vertical panels allowed. The front and/or rear lower frame rails may flare up but no vertical sheet metal extends below the lower frame rails. No tunneling of the air below the car is allowed. The main chassis width, excluding the engine area, must not exceed 22".
- h) The main chassis width or the body panel overall width (excluding the pan underneath the engine only) will not exceed 22".

REAR WING DIMENSIONS

9. REAR SECTION: Area from the center of the rear axle to the outer most portion of the rear bumper.
- a) The shape must conform to the Oswego Speedway "SPEC" rib profile. The width, not including side plates, must not exceed 48". The height must not exceed 54" from the ground- with the driver in the car, both before and after the race. The wing surface must be smooth. Any method of wing construction is allowed providing it follows the "SPEC" rib profile. The rear wing must be fixed at no more than 9 degrees. It must be immovable and remain at no more than 9 degrees while on the racing surface. No wickers are allowed. The upper and lower surfaces of the wing must be smooth and firmly attached to the inner ribs or structure. If rivets are used to secure the trailing edge they must be flush with the upper surface and be no less than 4" c/c apart. Any attempt to deflect, disturb or slow the air on the trailing edge of the wing will not be allowed. Any intentional violation of this or any rule will be grounds for disqualification.

- b) The side plate dimension will be a maximum 18"x 26". It will be a full rectangle and be smooth, single plane with no bends for stiffness, cut-outs, vents, louvres or wickers. A double (180 degrees) fold on the outer edges for added stiffness will be allowed. The side plates can be no more than 1" above the top of the wing and no more than 1" beyond the trailing edge. The side plate surface must remain flat and smooth both above and below the wing. No vents or louvres allowed. The side plate must be free-standing. Any wing supports must be a minimum of 1 ¼" inboard the free- standing side plates. The wing side plate must be attached directly to the end of the wing. Spacing the side plate away from the wing body will not be allowed.
- c) The wing must be mounted to the chassis or rear bumper. No bends, breaks or wickers (for stiffness or air deflection) anywhere on the wing assembly which includes the side plates or any of the wing mounting brackets. If a piece needs support use a non-aero brace or thicker material. A standard ¼" or 3/8" rolled bead will be allowed for stiffness. Wickers will not be allowed anywhere on the car or body work except for the front nose wing.
- d) The trailing edge of the wing body can be no more than 40" behind the center of the rear axle. The leading edge of the wing can be no farther forward than the center of the rear axle. Any method of mounting is allowed providing it is fixed to the chassis, safe, strong and neat in appearance. If the support framework is built from tubing it may be covered on both the inside and outside with aluminum sheet metal. Aluminum plate brackets will be allowed as an option to the tubing framework. The wing framework or brackets must be attached to the bottom of the wing in a safe manner. The wing supports must be a minimum of 1 ¼" inboard of the free-standing side plate. For safety reasons, no bracing toward the roll cage area will be allowed. The wing must be attached with a minimum of 7/16" heim ends (if used) with a 3/8" bolts. If bolt on brackets are used, they must be attached to the wing with a minimum bolt diameter of 5/16". The wing shape must conform to the speedway's template testing device. It is imperative that the wing skin be wrapped tightly around the wing ribs so the "CLAM SHELL" device fits properly.

For rib info call:

ACRO-FAB – (315) 564-6688 (hammer forms)

Sean Magari – (315) 243-1901 (CNC ribs and complete wings)

Joe Hawksby – (315) 343-0563 (CNC ribs and complete wings)

NEMRS - (603) 465-9359 (CNC ribs and complete wings)

- e) Body panels (excluding the nose wing) producing downforce will "NOT" be allowed. Wickers or Gurney Lips, etc. will not be allowed anywhere on the car EXCEPT THE FRONT WING. The front and/or rear lower frame rails may flare up but no vertical sheet metal may extend below the lower frame rails. No tunneling of the air below the car is allowed. The main chassis width (excluding the engine area) must not exceed 22".

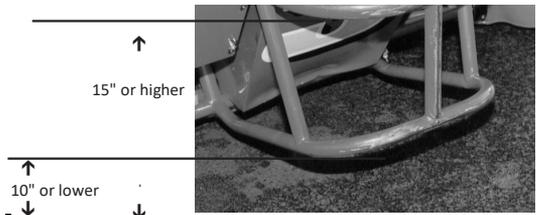
SIDE FORCE – Area from right rear roll cage post to 40" point rearward and no more than 36" from the ground height. A flat, single plane panel may be in this area that flares no more than 6" from the center line of the

chassis or right side frame rails (providing the right side frame rails are parallel with the center line). This panel may have a 1" bend at the top (for added stiffness) which must be parallel to the ground. The panel may also have up to a 1"x90 degree bend on the trailing edge. (Panel will be no more than 36" high from the ground, 40" long and will not extend below the lower frame rails). No air will be tunneled using this panel. No sheet metal will be attached to either rear cage post.

- f) A rear bumper is mandatory. The bumper may extend rearward 46" from the center of the rear axle but must extend rearward at least 40" from the center of the rear axle. The bumper shall consist of at least 2 hoops and be constructed of a minimum of 1" O.D. and a minimum of .065" wall thickness. The bumper must be mandrel bent and have a minimum of 2 vertical tubes made from the same material. The lower hoop of the bumper may be no higher than 10" from the ground. The bumper shall be a minimum of 16" wide, but no wider than 24".
- g) No in-cockpit adjustments allowed except for brake bias and fuel adjustments. This includes weight-jacking devices and adjustable shocks controls. (Adjustable shocks are allowed on the car but cannot be adjusted from inside the cockpit).

- 10. No roll cage mounted wings shall be allowed.
- 11. Full body panels shall be in place at all times while on the racing surface unless given approval by tech inspectors.
- 12. Body panels shall be changed or altered if tech inspectors feel there is a safety, visibility or rules compliance problem.

- 13. The intent of these body rules is to provide for the construction of safe, aerodynamic, attractive, flat bottomed supermodifieds. Any car owner whose car does not fit this description shall be asked to make the necessary changes by tech inspectors.



- 14. All supermodifieds shall be neat in appearance, professionally painted with large and legible numbers of contrasting color displayed on the front nose, sides and rear of tail section. Minimum size numbers on the tail end of a supermodified shall be 12 inches high and not obstructed from view by rear bumper. Gold or silver numbers on dark colored cars shall have a white or light colored background.
- 15. "ForSale" signs and any graphics which race officials deemed to be in poor taste shall not be allowed on any supermodified body panel.

BRAKES

- 1. Any brake manufacturer may be used.
- 2. Dual master cylinders are mandatory.
- 3. All cars must have 4 wheel disc brakes with 1 caliper and rotor on each wheel.

4. Rotors must be magnetic steel or iron only. Rotors may be ceramic coated for improved wear and stopping power.
5. Brake lines must be steel or stainless covered Teflon.

FUEL BLADDERS AND FUELS

1. All supermodifieds shall be equipped with an approved fuel bladder. No hard rubber bladders or plastic cells allowed. All bladders must be fully enclosed inside a metal container. The fuel bladder container must be completely sealed to prevent fuel leaks in the event of a bladder failure. All fuel bladders must be above the bottom frame rails.
2. All bladders must have an aircraft type flush mounted fuel cap. No flip type caps permitted. All fuel caps will be checked and approved by Tech. Inspectors.
3. All fuel cells shall have an approved check valve vent that will prevent the loss of fuel if the vehicle is involved in an accident. No homemade vents or check valves are permitted.
4. Electronic fuel pumps that supply fuel directly to the engine are not permitted. Electric or mechanical fuel transfer pumps are allowed. If an electric pump is used, it must have a clearly marked switch on the dashboard.
5. Front, rear or left side fuel bladders may be used.
 - a) The left side bladder cannot extend beyond the inside dimension of the left side nerf bar and must be located between the rear of the engine and the front surface of the left rear tire. The fuel bladder and container cannot be higher than the left side arm bar.
 - b) Front fuel bladders must be located inside the frame rails and be adequately protected from all suspension and steering components, engine heat and exhaust header heat.
 - c) Rear bladders must be protected by either the frame or the bumper.
6. 100% methanol is the only fuel allowed with no additives except valve train lube providing it does not enhance the specific gravity of the methanol.

GENERAL SUPERMODIFIED COMPONENTS

1. The Supermodified must be weighed with driver in all required racing gear. The Supermodified must weigh a minimum of 1975 lbs. after the race, with the driver in all required racing gear. The maximum left side weight allowed after the race is 68%. No fuel, water, oil or weight of any kind can be added before the car is weighed.
2. Bolt on weight is permitted, provided the weight is securely bolted to the chassis. Weight cannot be bolted to nerf bars or bumpers. Weight cannot be placed on or inside the nerf bars. Lead shot is not permitted.
3. All exhaust pipes must run into a common collector for each side. Headers may be made of either steel or stainless steel.
4. All cars shall run a fully functional Schoenfeld or Beyea muffler connected directly to the ends of the collectors. Either a 10" or 11" is acceptable. No other muffler is acceptable.
5. Carbon fiber components are allowed only to provide for driver safety. Carbon fiber cannot be used in place of metal for body panels or chassis construction.

ROLL CAGE SPECIFICATIONS

1. Supermodified cars shall be equipped with a roll cage that cannot encroach upon an imaginary cylinder extending upward from the cockpit opening. A 17-inch minimum is required on new construction in the rear hoop area in case a back-board has to be used to safely remove the driver.
2. The roll cage shall be incorporated as part of the frame construction and shall be adequately braced to secure it in an upright position. The roll cage uprights shall extend to the bottom frame rail on all new construction.
3. A 2 ½ INCH DISTANCE SHALL BE REQUIRED FROM THE TOP OF THE UNPADDED HORIZONTAL ROLL CAGE BARS, TO THE TOP OF THE DRIVER'S HELMET, DIRECTLY BELOW THAT POINT WITH THE DRIVER STRAPPED IN THE SEAT, AND THE REQUIRED SEAT PADDING IN PLACE. An Oswego Speedway measuring device shall be utilized to ensure this minimum head clearance is met. Non-compliance will require the seat to be lowered, or an extension added to the roll cage, in order to comply with the rule. A four (4) inch distance between the top of the driver's helmet and the bottom of the horizontal roll cage bars is highly recommended.
4. The roll cage shall be constructed of material comparable to or of SAE 4130 seam-less steel tubing with a minimum O.D. 1 1/2 inches and a minimum wall thickness of .095. The intersections of the cage tubing, at all four corners, at the top of the roll cage shall be gusseted, using a piece of tubing (at least 1 inch O.D.), welded a minimum of 3 inches from the intersections of these tubes. The roll cage shall be gusseted using a piece of steel tubing, (at least 1 inch O.D.), welded 3 inches from the intersection of the roll cage posts, and the upper frame rail on all 4 corners cage, on cars that have roll cage posts welded to the top of the upper frame rails.
5. A brace made of the same material (1 1/2" x .095) as the roll cage shall be welded on both the left and right side rear roll cage verticals and the top frame rails behind the roll cage. The brace shall be welded with the top of the tube at least halfway up both roll cage verticals (measured from the top frame rail just behind the roll cage to the top of the roll cage) and extend down to the top frame rails, behind the roll cage at an angle which adequately supports the roll cage post. This rule will be enforced on all new construction. 6. No sharp edges shall be left anywhere on the roll cage. A brace made of the same material (1 1/2 x .095) shall be welded on both the left and right side rear roll cage verticals at an angle which adequately supports the roll cage post. The top of the tube must be at least 60% of the distance up from the bottom rail. This rule will be enforced on all new construction.
6. The roll cage shall be equipped with a V-type or X-type brace at least 1 inch behind the driver's head.
7. There shall be no sheet metal on the roll cage other than the sun visor.
8. Safety approved and manufactured (i.e., Simpson, Longacre, Moroso, Kirkey) roll cage padding shall be used around all of the horizontal and rear vertical roll

cage bars, and any other roll cage bars or objects which may come in contact with the driver's helmet in the event of an accident. The padding shall be securely fastened using glue, tape etc. and may be covered with an upholstery type material (The blackened area in the roll cage drawing indicates where safety-approved padding may be placed.)

9. DUE TO THE STRICT POLICIES OF RACING INSURANCE ALL SAFETY RULES WILL BE STRICTLY ENFORCED.

CHAPTER SEVEN

2026-27 SMALL BLOCK SUPERMODIFIED CAR SPECIFICATIONS

(Note: The term OEM (Original Equipment Manufacturer) refers to parts produced for stock passenger cars.

2026-27 CRATE ENGINE RULES

ENGINE SPECS:

1. The Chevy 602 Crate Engine is mandatory. The engine must be fully sealed and documented for Oswego Speedway. If a used engine is purchased it must be dyno'd, meet all specs, and be sealed at your expense. The new 602 Crate engine (with documentation) may be purchased from any dealer. The only exception is that you will be allowed to change the Crate 602 (8" deep) oil pan to the crate 604 (7" deep) oil pan if clearance problems exist. The only 7" deep pans allowed are the # 25534354 GM replacement pan, Champ 25534353 and Champ 25534354. You may change the pan and pick-up yourself but the invoice for the pan and pick-up must be added with the 602 documentation.
2. In 2026-27 any 602 engine that does not have a GM factory seal or a Donath/Dirt Seal must be dyno'd by Oswego Speedway Dyno official Pat Morrison. Pat is offering an Oswego Speedway discount of \$550 and will seal your engines. The 602 crate engine must be under 375 HP and follow the 602 Torque / Power curve established by GM.
We realize teams are now in the rebuilding or refurbishing phase for the 602 crate. Therefore, any work involving the removal of your GM crate seal or Donath/Dirt Seal must be dyno'd to ensure that your engine meets the GM 602 factory requirements.
Pat Morrison will be the official dyno facility of Oswego Speedway and all determination of the legality of your engine will be based on his dyno machine.
3. The engine and all components must remain in their original configuration and form as purchased and/or delivered from the factory. Any alterations to the engine are not permitted. The engine must remain as manufactured by General Motors with a stock 4" bore. Overbore(s) will not be permitted. Sleeve repair may be permitted with written permission from Oswego Speedway.
4. All engines are to remain sealed from the factory. The original factory seals must remain unaltered. Tampering, removal, modifications of any type and/or broken factory seals will not be permitted. The GM engine must remain unaltered.
5. The GM Crate Engine seals (bolt type) must remain unaltered. Oswego Speedway Tech may require specific sealing and verification of all seals on any GM Crate Engine. Tampering with and/or alteration of any seals will not be permitted and is subject to immediate penalty and/or suspension.
6. Only GM replacement parts of any type will be permitted for any type of replacement and/or repair work. Only GM Crate Engine specific valve springs may be used for replacement and/or repair, Part Number #10212811.

7. Oswego Speedway Tech reserves the right to technically inspect, exchange and/or confiscate any GM Crate Engine at any time. Failure to surrender the engine and/or submit the engine for inspection equals disqualification from the event and/or suspension.
8. The intended direction of the GM Crate Engine program is to maintain a cost effective, affordable racing program. Re- building, balancing, blue printing and/or any other alteration made in an attempt to influence the integrity of this program will not be permitted. The judgment and determination of any such decision will be at the sole discretion of Oswego Speedway Tech.

CARBURETOR/AIR CLEANER

1. The O-80541 -1, -2 and -3 carburetor must maintain the stock venturi and throttle bore dimensions, the primary and the secondary venturi must be 1- ¼". The 4777C primary venturi will be 1 1/4" and the secondary must be 1- 5/16".
2. The carburetor (float bowls and main body) must be Holley original equipment manufactured. Metering blocks and base plate may be billet aluminum, Holley or after market.
3. The carburetor must maintain all stock dimensions, including mounting and stud location on intake manifold.
4. The booster height must remain stock OEM from Holley. Cutting, tumbling and/or polishing will not be permitted.
5. No visible modifications will be permitted to the OEM center section except the addition of the optional billet base plate and metering blocks.
6. The following alterations will be permitted:
 - a) Holes drilled in the throttle plate for proper idle.
 - b) Drilling, tapping and plugging of unused vacuum ports.
 - c) Welding of throttle shaft to linkage arm.
 - d) Drilling of idle and/or high speed air correction jets.
 - e) Milling of center carburetor body metering block surface, maximum of .015" on each side.
 - f) Removal of choke plate and shaft.
 - g) The jets may be changed as needed.
 - h) Boosters may be safely wired.
7. Gauge measurements (go/no-go) must meet Holley OEM measurements, including after-market base plates regardless of carburetor temperature at all times.
8. Jets, bleeds, needle and seat, emulsion bleeds, power valves, accelerator pumps nozzles, accelerator pump cam adjustments and secondary adjustable linkage will be permitted.
9. Physical alteration of carburetor components and/or parts and/or any alterations, machining and/or reshaping will not be permitted. The use of epoxy and/or coatings of any kind will not be permitted.

10. A single un-altered carburetor spacer plate with an un-altered hole/opening including gasket with a maximum thickness of 1 1/8" will be permitted. Tapering, machining and/or any other alteration to the spacer plate will not be permitted.
11. Only a single conventional round type air cleaner housing with a bottom 5" center hole will be permitted. Ram air, air box and/or heat shield type devices will not be permitted. The air cleaner must remain in place when the hood is removed.
12. Air cleaners that provide ventilation through the top cover (such as K&N brand) will be permitted. Air induction plastic carburetor insert and/or other devices that direct air into the air intake will not be permitted. Air diffusers will not be permitted.

IGNITION

1. Only stock OEM distributors will be permitted. The stock mechanical advance curve may be locked or may be opened. No other alterations can be made to the distributor.
2. The ignition amplifier box ("rev box" if used) and coil must be mounted under the hood, behind the air cleaner, shielded from heat, (out of the drivers reach) for ease of inspection. The black wire must be grounded to the engine.
3. The car may be fitted with one (1) unaltered approved MSD/Oswego Speedway RPM ("rev") limiting box. The box and the chip must remain operable and in working condition, prior to, during and after all racing events. The MSD 8727CT will be the only MSD/Oswego Speedway("rev") limiting box permitted for competition.
4. Trigger-type and/or crank trigger type ignitions will not be permitted.
5. The ignition must be mechanically in the stock OEM location.
6. Only one stock OEM H.E.I. ignition coil will be permitted.
7. The wiring must remain as specified by the ignition amplifier box manufacturer.
8. One American passenger car sized battery with terminals on top and a maximum of 12 volts will be permitted. The battery voltage must not measure more than 14.3 volts. Step up transformers and/or any other device designed to increase voltage will not be permitted. Battery must be securely fastened with steel straps to the frame inside the main frame rails and outside the driver's compartment and must have a protective covering. Self-starter is mandatory.
9. OEM stock firing order must be maintained for all engines. (18436572).
10. Ignition amplifier boxes "rev boxes" RPM limiting chips, may be inspected,

confiscated and/or exchanged at any time.

11. Traction control devices will not be permitted. Braking devices that control traction will not be permitted.
12. Oswego Speedway Tech reserves the right to analyze and/or switch ignition boxes and /or rev chips at any time.

OIL SYSTEM & PAN

1. Only a single wet sump oil pump will be permitted. No dry sump systems permitted. Only magnetic steel oil pans are permitted. External type oil pumps and/or vacuum pumps will not be permitted. Engine evacuation systems by internal and/or external driven pumps or by connection between exhaust system and/ or valve covers, intake manifold and/or oil pan will not be permitted. Oil coolers are permitted but must be mounted inside sheet metal and away from cockpit.

COOLING SYSTEM

1. Only (1) radiator permitted and must be centered in front of the engine. No auxiliary cooling tanks are allowed. NO ethylene glycol based anti-freeze or coolant permitted. Motor Max, Water Wetter and water pump lubricants are permitted. Electric fans are permitted. Cooling system must have a one gallon can or recovery unit located inside the sheet metal and away from the cockpit. Stock (steel) water pump only. A fan shroud must be in place if the car enters racetrack without a hood.

EXHAUST HEADERS AND MUFFLERS

1. Exhaust pipes must run into a common collector on each side and must run away from the cockpit of the car on each side or out the right side. The exhaust pipes and located away from areas of possible fuel spillage. No 180 degree (inter-connected) headers, zoomie/grass burner headers or adjustable headers permitted. All cars shall run a fully functional, approved Schoenfeld #83030 or Beyea 8" or equivalent minimum muffler unaltered from the manufacturer. No homemade muffler or baffle systems permitted.

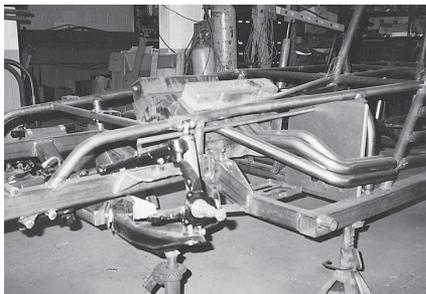
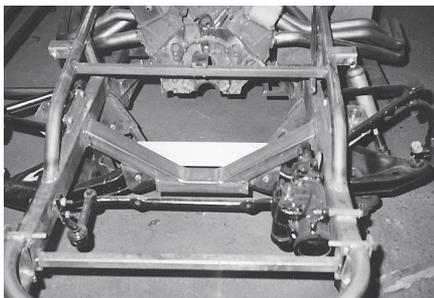
CHASSIS/SUSPENSION/COMPONENTS

1. Factory Production Frame – NO NEW CONSTRUCTION FACTORY PRODUCTION FRAMES ALLOWED. The only small block supers allowed with STOCK FRONT CLIPS, are those appearing at the track in 2007 or before. See Tech for a list of Grandfathered cars. See bottom graphic on page 34.
 - a) Starting at the front to a point behind the rear most vertical roll cage tube, the lower frame shall not be cut or altered in any way from stock. Starting at a point behind the rear most vertical roll cage tube, the lower frame rails shall be constructed of 2" x 2" box tubing minimum wall thickness of .095." This tubing shall run to the back of the fuel cell and behind the fuel cell to join the two lower frame rails.
 - b) Lower frame shall not be widened or narrowed and shall be fully and must be completely parallel on both sides. Must be the same height from the ground, not stepped in any way.

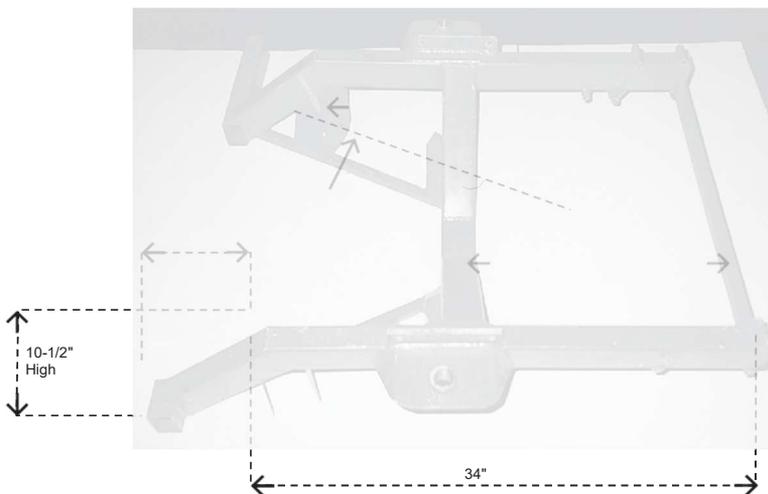
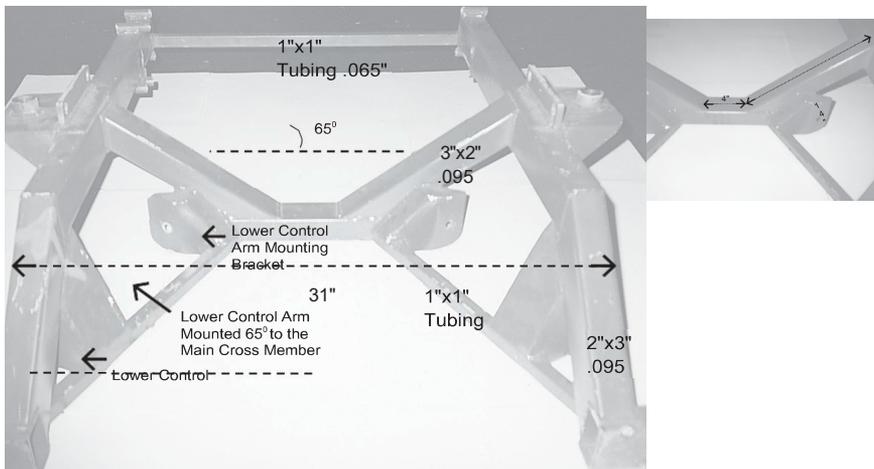
- c) Cross members on lower frame may be notched for shock, spring and radiator clearance only.
 - d) Upper frame rails and vertical cross bracing shall be made of low carbon, mild steel tubing with a minimum O.D. of 1-1/2" and a minimum wall thickness of .083.
 - e) Tubular sub-frame is mandatory on the right side of the car, shall be parallel with the lower car frame at the kick out point and shall be constructed of the same material as specified in paragraph 1d above. If kick out frame is removed, the lower right sub-frame shall be constructed of 3"x2" .095 low carbon, mild steel box tubing.
 - f) No Jeep, Bronco (etc.) or 4 wheel drive cars allowed. No sports car frames allowed. No front wheel drive or strut cars are allowed.
2. Fabricated Front Frame – Fabricated front clip may be used as a replacement for a stock front end. See schematic, photos and specs on page 35. Main frame rails shall be made of 2"x3" low carbon, mild steel box tubing with a minimum wall thickness of .095". Main frame rails shall remain parallel.
- a) Overall width shall be 31" and overall length shall be 44". Maximum distance from centerline of front clip to the outside of the left main frame rail shall be 29".
 - b) Stock Ford lower control arms (Part #F7AZ3078A RH, #F7AZ3079A LH / 1980-1997), or (Part #XW1Z3078CA right, and #XW1Z3079 left) are permitted to be installed on the fabricated front clip in stock OEM location (65 degrees to the center cross member – see diagram on page 35, also see Suspension Rule 4.a below)
 - c) Tubular fabricated lower control arms are allowed and must be made of magnetic steel. Fabricated lower control arms must be installed on the fabricated front clip in the stock OEM location (65 degrees to the center cross member – see diagram on page 35.) Monoballs or heim ends are permitted to be used to mount fabricated lower control arms to fabricated front clip. Length, center to center, between monoballs or heim ends must meet stock specs (13.5"). Length, center of monoballs or heim ends to ball joint, must meet stock specs (16.75"). Adjustable ball joints may be used.
 - d) It is mandatory for all Small Block Supers to use commercially available fiber/poly suspension restraint tethers, designed for racing applications, attached in a manner which constrains front suspension components, spindles, and wheel components in the event of a racing accident. One tether per front corner is required, securing spindle assemblies to the main frame of the chassis, each side.
 - e) Left main frame rail cannot be replaced, narrowed, or widened. However, rear wheel spacers and replacement of rear axle tubes shall be allowed to accommodate frames which are narrower than fabricated front clip. Spacers or axle tubes shall not allow offset.
 - f) A bolt-on front clip is allowed, but the bolt-on section must be in front of "A" arm mount points.
3. Full Fabricated Frame – Using fabricated front clip (2 above). Left main frame rail shall be made of 4"x2" or 3"x3" low carbon, mild steel box tubing with a minimum

wall thickness of .095". Starting at a point behind the rear most vertical roll cage tube, the lower frame rails shall be constructed of 2"x2" box tubing with a minimum wall thickness of .095". This tubing shall run to the back of the fuel cell and behind the fuel cell to join the two lower frames. No bolt-on rear clips allowed.

4. Suspension – No straight axle front end. Center link may be steel, after market. Front suspension and steering shall be OEM stock and parts shall be replaceable by OEM stock parts, with the granted exceptions outlined below.
 - a) Stock lower front A Frames may be lightened in a manner so as not to affect the integrity of the arm (since they are considerably heavier) at the discretion of Tech. Stock lower front A Frames and tubular fabricated lower front A Frames must be mounted in OEM stock location and follow guidelines outlined above in Rules 2b and 2c.
 - b) Upper front A Frames may be after-market tube-type and can be moved. Anti-sway bar is allowed.
 - c) Stock passenger car spindles or after-market spindles are allowed but must be made of steel. Sweet Spindles #701-217-262 and #701-217-263 or comparable Coleman or Troyer are allowed. No homemade spindles allowed. All spindles must be used in conjunction with Rule Book Legal "A" arms, hubs, wheels, and frame mount points, to ensure overall width of Small Block Super is not more than 81 1/2" outer edge of rim to outer edge of rim.
 - d) Coil Springs – All downward chassis movement while the race car is in competition must be limited only by the normal increasing stiffness of the springs or the bottoming of the chassis against the racetrack, whichever occurs first. Any device or procedure that in the judgment of race officials attempts to detract from or compromise the above will not be permitted. Only coil spring suspension will be permitted. No torsion bar, bell crank, cantilever/bar-type, or leaf spring suspension will be allowed. Coil spring diameter must be the same size from the top to the bottom of the springs. All coils in a spring must be active, and coil springs at all (4) wheels must be active and permit suspension movement. Spring rubbers will be allowed, but no bump stops or other devices deemed to limit spring activity are allowed in the front springs.
5. Coil over shock assemblies must be used for rear suspension. The center line of the lower shock mounting point must be within 6" of the center line of the rear axle. Only (1) spring per wheel will be permitted. Spring rubbers may be used in the rear.
6. Coil over shock assemblies will be allowed for front suspension. Front coil over shock assemblies must be mounted and located exterior of the front main frame rails on each corner, and the entire body of the front coil over shock assembly must be located within the dimensions of the upper and lower A Frames. Front coil over shock assemblies must be mounted to the lower A Frame. No inboard front suspension allowed. No strut bars will be permitted for mounting of front coil over shock assemblies. Coil over springs must be heavy-duty magnetic steel and must be constructed with both coil ends closed and ground. Only (1) spring per wheel permitted. Spring rubbers will be also allowed on front springs.



Small Block Supermodified using full fabricated frame.



7. No covers permitted on coil over shock assemblies, front or rear.
 - a) Rear of frame may be altered to accept coil over shocks and springs. Panhard rod may be used on rear only. No torque arms or traction devices of any kind are allowed in rear. The 3 point suspension shall be solid and the length of the top link from the top of the center section forward shall not exceed 20". No in-car weight jacking devices or suspension adjusting allowed.
 - b) One "ALL STEEL" shock per wheel. Shock must be a single piece tube, no screw together bodies or gas heads. No external adjustment allowed. No external gas port anywhere of any kind. Any shock under suspicion will be claimed by Tech.
 - c) No aluminum or fiberglass spindles or A Frames allowed. The panhard rod, radius rods, rod brackets, sway bar arms, and adjustable upper A Frame links may be made out of aluminum. No other suspension parts shall be made of aluminum. No fiberglass suspension parts of any type allowed, including springs (front or rear).
8. Rear End - Any quick change, non-quick change, passenger car or truck rear end may be used, but it must be a locked rear end. No aluminum allowed except for center section/spool. No open tube or magnesium rear ends allowed. No cambering of rear ends is allowed. Non-floater passenger car rear ends shall have cover or other device to prevent axle from flying out in the event of breakage.
9. Steering - Steering box shall be stock type and shall remain in stock location. Power steering is permitted. Rack and pinion steering will be allowed. Tie rods may have steel heim ends. Tie rod sleeves shall be made of steel or aluminum tubing and cannot be slotted. Heim end should be run in sleeve at least 1 1/2 times the diameter of the heim end threads. Steering in the cockpit may be modified to suit driver's size and comfort but shall be kept on the left side of chassis, centered to seat. No rear wheel steering or four wheel steering shall be allowed.
10. Transmission/Clutch - Only OEM production 3 speed manual transmissions shall be allowed with first, second, third, neutral and reverse gears in working order.
 - a) The gear ratios are as follows: 1st gear - 2.5 times, 2nd gear - 1.5 times and 3rd gear -1.0 times the rear end gear being used (Example: 1st Gear - 1,000, 2nd Gear - 600, 3rd Gear - 400).
 - b) Transmission shall be clutch controlled. With engine running and the transmission in neutral, the driver strapped in the seat, the driver shall be able to engage the clutch and move the car both forward and backward.
 - c) Clutch unit shall be a single, dual or triple disc steel clutch with a minimum diameter of 7" and shall have a steel ring gear. Any clutch unit used shall have an explosion proof steel bell housing, or a shield built of at least 1/4" x 6" wide steel which covers the clutch area on a 360 degree pattern, securely anchored. No internal clutches or buttons allowed. No aluminum bell housing or aluminum scatter shield allowed. THERE SHALL BE A 1" DIAMETER HOLE IN THE TOP OF THE BELL HOUSING FOR CLUTCH INSPECTION.
11. Driveshaft - Driveshaft shall be made out of steel only and shall be painted white for ease of visibility should it become detached from the car. Medium

duty (Series 1350) universal joints with solid cross are highly recommended on both ends of the driveshaft. All yokes must be made of steel.

- a) Two drive shaft loops are required; they shall be constructed of at least 1/4" x 2" steel and should be mounted no more than 6" back from front of drive shaft and 6" forward from the back of the drive shaft.
12. Brakes - Brakes shall be operating on all 4 wheels. No after-market brakes allowed. "Hawk" pads and high quality brake fluid, are highly recommended.
 - a) Dual master cylinder is mandatory.
 - b) Brake calipers shall be made of steel. Calipers cannot be lightened and shall be OEM stock.
 - c) Rotors must be steel and cannot be lightened or drilled. No "Scalloped" rotors allowed. Rotors may be re-drilled for different bolt pattern or larger studs.
 - d) No brake floaters shall be allowed.
 - e) Non-computerized brake re-circulating systems (e.g., DPI 2150 or 2160) are allowed.
 13. Wheels & Hubs - 10" wide steel wheels with 3" offset/backspace shall be the only wheels allowed.
 - a) No bead locking devices, including screws, are allowed. No wheel discs or mud caps are allowed.
 - b) OEM stock steel hub shall be allowed on the left front. After market steel safety hub (heavy duty steel hub, designed specifically for racing, and supplied by such companies as Troyer, Sweet, or Coleman, shall be mandatory on the right front and optional on the left front, with a minimum .810 thickness steel rotor. Steel hubs only may be used on rear of the car. No adapter plates allowed.
 - c) No spacers added between hub and wheel in the front.
 - d) Clip on wheel weights shall not be allowed. The wheel weight shall be fastened inside the outer edge of the wheel and fully taped.
 14. Firewall/Floorboard - There shall be a fire wall between the engine compartment and cockpit and also between the cockpit and rear portion of the car where the fuel tank is located. The front and rear fire wall shall be made from at least 20 gauge steel and shall be adequately bolted or welded to the frame rails. Additionally, the entire area separating the cockpit from the engine compartment shall be sealed to minimize burns of any type. Floorboards are mandatory and shall be made out of the same size material as the firewalls.
 15. Belly Pan - The car shall have a removable belly pan which runs the entire length of the lower frame rails and must be connected in the rear to the vertical panel behind the tail section with a 90 degree corner. This pan must be parallel to the ground and must be flat regardless of the lower frame rail shape or design and will have NO aerodynamic qualities which would gain downforce. If the frame rails step up in the rear the belly pan must continue to the rear of the car and remain parallel to the ground. This belly pan shall be of a size, shape and material capable of holding the entire liquid contents of the car's engine. There shall be a 1" inspection hole with a removable plug or a hole with a

cover plate directly under the front of the harmonic balancer to check the minimum 10" crank shaft height. Use of a fireproof absorbent pad is recommended. The belly pan shall be notched for skid plates if used (see rule #12, Oil System and Pan).

16. Hook Loop - All small block supers shall be equipped with a hook, loop, or lift point located as near as possible to the center of gravity of the car, capable of supporting the entire weight of the car. The device/location shall be brightly colored and bolted or welded to the frame and of appropriate size and shape so the car can be lifted into the air by the tow truck. No muffler clamp-like devices are allowed.
17. Computers - No radio controlled, computer controlled, computer aided, computer activated or computer recording devices of any kind, including traction control devices. No articulating chassis, body panels or active suspensions allowed. No fan cars or ground effects cars allowed.
18. Car Variations - No IMCA modifieds, sports modifieds, supermodifieds or cars identified as such shall compete with the small block super division.
19. Height & Weight - The small block super shall have a ground clearance of 3", as specified elsewhere in this book, at all times, and shall weigh no less than 2,350 lbs. with driver at all times. The top 5 cars shall go to the scales from the track after the feature race to be weighed. No fuel, or any other item, or material, shall be added at scales to make weight. If weight must be added, bolt on weight cannot protrude from frame any farther than 3" and shall be securely fastened. No filling of nerf bars or bumpers with any substance. Maximum left side weight shall be 57% of total with driver. No bolt on weight allowed in the cockpit (driver occupied area).
20. Bumpers - Front and rear bumpers are mandatory and shall be made of identical tubing. They shall be made of steel with a minimum O.D. of 1 1/2" and a minimum wall thickness of .083 and shall adequately protect body work from cutting another competitor's tires.
 - a) Front Bumper - It shall be two horizontal bars strongly fastened to the frame on the left and right side with at least two vertical cross braces. The height shall be 15" measured from the ground to the center of the bumper. It shall extend beyond all sheet metal body work, shall be as wide as the lower frame at the outermost point, shall have rounded corners and shall not extend beyond the inside dimension of the tires. The height of the front bumper vertical contact surface shall be a minimum of 6" tall, as measured from the top of the upper horizontal bar to the bottom of the lower horizontal bar. The top of the upper bar shall be 18" from the ground and the bottom of the lower horizontal bar shall be 12" from the ground.
 - b) Rear Bumper - It shall extend outward to the outside edge of the rear tires and shall have rounded corners. It shall turn forward and inward toward the rear tires at a height of 15" measured from the ground to the center of the bumper. It shall be strongly fastened to a vertical brace welded to the upper and lower frame rails at a point no closer than 8" from the back of the rear tires in a lengthwise measurement. The back portion of the rear bumper shall have two horizontal bars connected with at least two vertical cross braces. The back portion of the rear bumper vertical contact surface shall be a minimum of 14" tall, in the

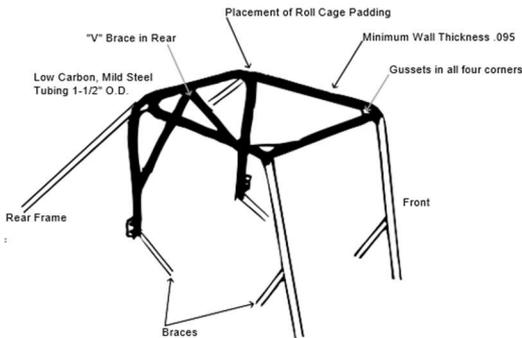
area directly behind the fuel cell, as measured from the top of the top horizontal bar to the bottom of the bottom horizontal bar. The top of the upper horizontal bar shall be 22" from the ground and the bottom of the lower horizontal bar shall be 8" from the ground.

21. Nerf Bars - Nerf bars are mandatory on both sides of the car and on both rear corners of the car behind the rear tires. All nerf bars shall be made of identical tubing.
 - a) Left side and right side nerf bar shall be constructed using two pieces of mild steel tubing with a minimum O.D. of 1-1/2" and a minimum wall thickness of .083. The bottom rail shall mount straight out from the lower portion of the frame at the front and rear. The top rail shall mount straight out from the upper portion of the frame at the rear then radius down to the bottom rail in the front. The left side and right side nerf bar shall be mounted to the frame so that the top and bottom rails are centered with the centerline of the tires. There shall be a vertical brace of the same size material running from the top nerf bar rail to the bottom nerf bar rail near the rear radius. The nerf bar shall extend outward even with the outside edge of the tires and shall extend no closer than 8" from the front and rear tires in a lengthwise measurement. The distance between the top and bottom nerf bar rails measured from the center of the top rail to the center of the bottom rail shall be a minimum of 6" and a maximum of 10". Nerf bar rail distance, as described above, may taper from 10" in the rear to 6" in the front.

ROLL CAGE & COCKPIT SPECIFICATIONS

1. Small Block Supermodifieds shall be equipped with a roll cage that cannot encroach on an imaginary rectangular box extending upward from the cockpit opening. The rectangular opening shall be a minimum of 17.5" wide and 22" long.
2. The roll cage shall consist of a continuous rear hoop, and front cage posts that extend continuously back to join the rear cage hoop. The upper front cage posts shall be connected by a cross tube, located at the front of the cage opening. All other cage designs must be authorized by the tech inspectors on a case by case basis.
3. The roll cage shall be incorporated as a part of the frame construction and shall be adequately braced to secure it in an upright position. It is mandatory that the roll cage uprights extend to the lower frame.
4. The top of the driver's helmet shall be COMPLETELY BELOW the bottom of the horizontal roll cage bars after being wrapped with safety approved roll cage padding. A four (4) inch distance between the top of the driver's helmet and the bottom of the horizontal roll cage bars is highly recommended. A 2 ½ INCH DISTANCE SHALL BE REQUIRED FROM THE TOP OF THE TOP OF THE UNPADDED HORIZONTAL CAGE BARS, TO THE TOP OF THE DRIVER'S HELMET, DIRECTLY BELOW THAT POINT WITH THE DRIVER STRAPPED IN THE SEAT, AND THE REQUIRED SEAT PADDING IN PLACE. An Oswego Speedway measuring device shall be utilized to ensure this minimum head clearance is met. Non-compliance will require the seat be lowered, or an extension added to the roll cage, in order to be in compliance.

5. The roll cage shall be constructed of low carbon, mild steel tubing with a minimum O.D. of 1 3/4" and a minimum wall thickness of .095. The roll cage shall be gusseted using a piece of steel tubing welded 3" from the intersection of the roll cage and the upper frame rail on all four corners.
6. No sharp edges shall be left anywhere on the roll cage.
7. The roll cage shall be equipped with an inverted V-type or X-type brace behind the driver's head.
8. There shall be no sheet metal on the roll cage whatsoever.
9. A brace made of low carbon, mild steel tubing with a minimum O.D. of 1-1/2" and a minimum wall thickness of .083 shall be welded from the top of the roll cage on the back left and right corner down to the upper frame rail.



10. All cars shall have crash bar protection on the driver's left side made of the same material as the roll cage. At least four (4) bars shall be welded horizontally from the front of the roll cage to the rear of the roll cage with a minimum of two (2) vertical cross braces of the same dimension. All vertical bars or braces on the driver's left side shall be welded to the main lower frame rail. If they are welded to a side bar, then the side bar must be welded to the main frame rail in at least five places. The left side door bar area shall be covered on the outside, by a steel plate, with a minimum thickness of 0.095." The plate shall be welded to the door bars and shall cover the area from the left front cage post to the left rear cage post, and from the lower left frame rail to the top left door bar.
 - a) The area under the driver's seat shall be braced in such a way as to minimize the likelihood of an object puncturing the seat. The area should be X-braced, with a minimum tubing size of 1" OD x 0.095 wall thickness, or may be plated with .095 mild steel plate, to provide under the seat protection.
11. Construction of foot box and right side cockpit protection, including diagonal or cross braces shall be made of the same material as the roll cage.
12. Safety approved and manufactured roll cage padding (Kirkey, Simpson, Longacre, Moroso, and Rebcos) shall be used around all of the vertical and horizontal roll cage bars, including the V or X type brace behind the driver's head. It shall be securely fastened using glue, tape, etc. and may be covered with an upholstery type material. (The blackened area in the roll cage drawing indicates where safety-approved padding must be placed).

13. Driver's Seat- SEE: Chapter 8 Rule 1

FUEL & FUEL TANKS

1. A 22 gallon rectangular fuel cell, fully enclosed inside a 22 gauge steel box is mandatory. No hard rubber or plastic cells allowed. No fittings or tubes from bottom of cell or case. Approved cells include ATL Super Cell, Sport Cell, Saver Cell, and Jaz Cell. ATL Racell Red and Racell Black are not approved cells.
2. Racing gasoline, as provided by THE DESIGNATED RACING GAS SUPPLIER at the Speedway and/or pump gas or a combination of the two may be the only types of fuel allowed. No additives of any kind shall be allowed. The specific gravity of track supplied gasoline will be checked at each race event. Competitor's fuel samples must be within +/- 50 points of the track test sample. Fuel not meeting this specific gravity range may lead to disqualification.
3. All cars shall use aircraft type fuel caps flush mounted on the top of the fuel tank and must have a ground wire from the fuel plate/cap securely fastened to the chassis.
4. There shall be an all metal check valve (e.g., KBP 70, or equivalent, designed for racing purposes), to prevent leakage from any fuel line venting to the atmosphere. This valve shall be installed, whenever possible, inside the fuel tank/cell. It is recommended if a vent line is used, it run to a higher point on the car (e.g., the protected side of the roll cage). It is further recommended that this hose loop around and continue to a location near the bottom of the fuel cell, away from the driver and heat sources. An Oberger anti-siphon valve SV-0828 must be installed in the main fuel line from the fuel tank to the fuel pump.
5. Fuel cells shall be mounted behind the rear axle using angle iron bolted or welded to rear frame. The fuel cell shall be completely within the rear frame rails protecting it on all sides and shall be bolted to the angle iron or secured using at least two (2) steel straps, 1" wide by 1/8" thick around the container and angle iron.
6. All Small Block Supermodifieds shall have a main fuel shut-off valve within easy reach of the driver, crew member or track safety crew, in the event of a major fuel leak.

TIRES & GEAR SPECIFICATIONS

1. Hoosier 10" Tire, 1057 compound on all four tires mounted on a 10" wheel shall be the approved tire and wheel combination. You will have a choice of two sizes, 08600 26.5x10-15 or 08651 27.0x10-15. No chemical treating of tires allowed in any fashion. Tire must be purchased from the Oswego Speedway designated tire dealer.
 - a) Before any qualifying begins all four tires shall be marked with a qualification stencil. All qualified cars MUST start the feature with those tires. If one of the stenciled tires is changed before the start of the heats or feature for ANY reason, the car shall start at the back of the field. Any tire change must be a previously stenciled tire and approved by a tech inspector.
 - b) During the feature race, a car shall be allowed to change any tire(s) which is completely flat, destroyed or unraceable, as determined by a tech inspector. More than one flat tire can be changed at a time. If a heat race tire is determined defective by our tire supplier, you may put a 10-lap tire on and start 18th. It must be a stenciled or used tire.

GEAR SPECIFICATIONS

1. The lowest gear that shall be used is a 4:37. There is no limit on the high gear.

CAR DIMENSIONS & BODY DESIGN

1. The wheelbase of a small block super shall be a minimum of 108" and a maximum of 112".
2. The maximum overall width of the small block super shall be 81.5" measured from outer bead surface of the rim to outer bead surface of the rim on the front and the rear. This includes all portions of the car measured from the outer-most point on the left side tires to the outermost point on the right side tires.
3. All major components: engine, transmission, drive train, fuel cell, rear end center section and radiator shall be on the centerline of the lower passenger car frame, with no tolerance allowed.
4. Engine Location - Rear of engine (bell housing flange) shall be a minimum of 72" forward from the center line of the rear axle with no tolerance allowed. Engine shall be located a minimum of 10" from the ground to the center line of the crankshaft.
5. The small block super shall have a ground clearance of 3" on all four sides measured from the ground to the lowest part of the car. This includes such items as: frame structure, oil pan, body panels, driveline, and exhaust. NOTHING shall extend below 3".
6. Body panels shall be made of aluminum only, except fiberglass nose piece and cockpit body work shall be allowed. No body panels of any material shall extend below the lower frame on all four sides of the limited super.
7. FRONT SECTION- From center of front spring bolt forward to outermost portion of front bumper.
 - a) Length of front section shall not exceed 34".
 - b) Length of front sheet metal section shall not exceed 32."
 - c) Height of body sheet metal in the front section shall not exceed the height of the top of the left front tire, measured from the ground to the highest body panel. If the top of the radiator is higher than the top of the left front tire, the front section body work, from the spring bolt back to the radiator may incline upward, as high as the top of the radiator. (See picture of small block super on page 46). The continuation of this panel may provide a cover for the top of the radiator.
 - d) Width of body sheet metal may extend from the inside of the tire on the left side to the inside of the tire on the right side.
 - e) Body sheet metal shall be a single surface area. AIRFOILS ARE ALLOWED. WINGS ARE NOT ALLOWED. A WING SHALL BE DEFINED AS ANY DEVICE MOUNTED ON THE BODY, OR BUILT INTO THE BODY OF THE CAR, UTILIZING SEPARATE UPPER AND LOWER SURFACES (NOT A SINGLE PLANE SURFACE).
8. REAR SECTION- From center of rear end back to the outermost portion of the rear bumper.
 - a) Length of rear section shall not exceed 47".
 - b) Rear height shall not exceed 36" with the driver from the ground to the

highest body panel and this height may extend only to the back of the roll cage. This includes all body work but excludes headrests.

- c) Rear body width shall extend from the right side to the left at a maximum of 60" and a minimum of 55" providing at least half (6") of the left rear tire is covered, (up to 1/2 (6") of the left rear may be uncovered). Flaring out the right side panels will be allowed but width must not exceed 60".
 - d) Rear body sheet metal shall be a one surface, single plane area. The rear body panel shall cover the left rear tire and extend back to the rear of the tail section, to make the rear tail section a single surface. When viewing the car from the rear, the body may conform to the fuel cell area rather than be a flat panel. All tail section surfaces and associated body work must remain single plane.
 - e) No wings allowed. A wing shall be defined as any device mounted on the body of a car or built into the body of a car, utilizing separate upper and lower surfaces, (NOT A SINGLE PLANE SURFACE).
 - f) No holes or louvers will be allowed. All outer tail side panels shall be supported, as required, by small diameter tubes or equivalent (no greater than 1 "OD). These supports shall be installed between the outer panels and the frame. If supports are needed on the 2 inner tail vertical panels, the same rules apply. No SCOOP or DEFLECTOR-STYLE shall be allowed as supports between any of the vertical tail panels, above or below the upper tail surface.
9. CENTER SECTION - Area from the center of the rear housing tube forward to the center of the front springbolt.
- a) The cockpit shall be on the left side of the car. The outside edge of the left rear roll cage loop shall be at least 4" in from the outside edge of the left rear tire. In addition, the outside edge of the left rear roll cage loop shall not extend outward any further than 6" from the outside edge of the lower stock passenger frame. No frame rails of any kind shall extend outward beyond the left rear roll cage loop on the left side of the car. Body panels on the left side of car may extend beyond the tubular frame and crash bars but cannot extend outward beyond the inner edge of the nerf bar tube.
 - b) The right side body panels may extend beyond the tubular sub-frame but may not extend beyond the inner sidewalls of the right tires. An additional right side body panel may be added to the traditional body style providing it meets the following dimensions:
 - i. The panel shall not extend beyond the inner sidewalls of the right side tires.
 - ii. The panel must be a single thickness and remain open on the bottom.
 - iii. The panel may not extend lengthwise beyond the front and rear tires.
 - iv. The panel height in the back must be no higher than the right rear tire and must taper so that the panel height in the front is level with the upper frame support tube.
 - c) Hood height from front of roll cage to center of front wheels shall not be

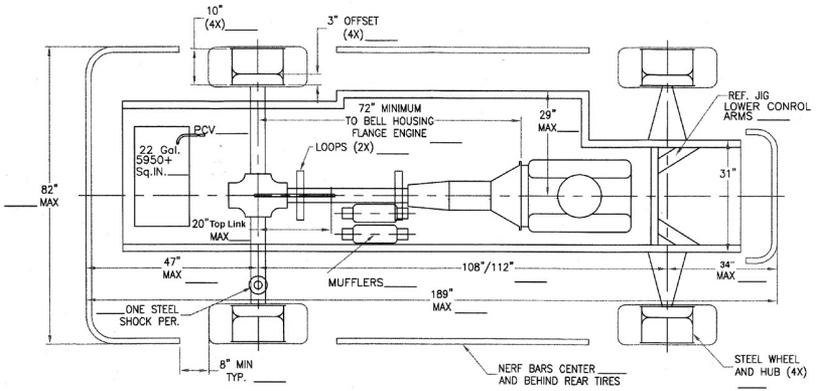
higher than 1" above the engine valve covers. Hood width shall fall within body measurements for left and right side of car as specified above. Aircraft quality (lexan) windshield may be used but can be no wider or higher than the steering wheel.

- d) Inner and outer, left and right side body panels, at the back of the roll cage and shall not exceed 36". The driver shall have a minimum of 135 degrees unobstructed vision on each side of the cockpit (270 degrees total) while strapped in the car's seat with the side body panels in place. No sheet metal shall extend into the cockpit beyond the inside dimensions of the roll cage. DRIVER MUST BE ABLE TO EXIT THE CAR FREELY, on both the right and left side of the cockpit. The side body panels shall taper down to below the level of the top of the left front tire, at the center of the front wheels. THE ENTIRE DRIVER'S HELMET, when viewed from the same height, must be visible from outside the car. (e.g., above the inner, and outer body panels on both sides of the car), with the exception of the area blocked by the headrests. DO NOT RESTRICT THE DRIVER'S VISION.

- e) A roll cage sun visor is allowed. If used it must not exceed 4" in height or be wider than the roll cage. The visor may be contoured to fit the roll cage front cross tube but must not extend beyond the cross tube. Driver's name on it is highly recommended.

10. No roll cage mounted wings allowed.
11. Full body panels shall be in place at all times while on the racing surface unless given approval by tech inspectors.
12. Body panels shall be changed or altered if tech inspectors feel there is a safety, visibility, or rules compliance problem.
13. The intent of these body rules is to provide for the construction of safe, aerodynamic and attractive small block supers. Any cars not fitting this description shall be asked to make the necessary changes by the tech inspectors.
14. All small block supers shall be neat in appearance, professionally painted with large and legible numbers of contrasting color displayed on the front nose, sides and rear tail section. Minimum size numbers on the tail of a limited super shall be 12" high and not obstructed from view by rear bumper. Gold or silver numbers on dark colored cars shall have a white or light background.
15. "For Sale" signs and any graphics which race officials deem to be in poor taste shall not be allowed on any limited super body panels.
16. TRANSPONDERS- All small block supermodifieds shall be equipped with a working transponder, while on the racing surface. The transponder shall be located at the right rear of the car and be securely fastened to the frame or body panel. The transponder shall be mounted so that the front edge of the transponder is 128 inches behind the front edge of the front bumper. The transponder shall have a clear view of the track below, and not be mounted over frame members, suspension parts, or body panels.

17. DUE TO THE STRICT POLICIES OF RACING INSURANCE ALL SAFETY RULES WILL BE STRICTLY ENFORCED.



CHAPTER 7A

350 SUPERMODIFIED DIVISION (2026)

1. In 2026 any 604 crate engine with a GM, RPM or Donath/DIRT seal may run a 4 bbl carburetor and gear of their choice. If an Ohio based 350 has had their engine dyno'd and presents a dyno sheet that verifies that their built engine is under 435 HP they may also run a 4 bbl carburetor. If a competitor attends a race without these sealed engines they may compete with a 2 bbl carburetor along with a max 4:00 gear rule. We realize we are now in the rebuilding and refurbishing time period on these engines so we have partnered with Pat Morrison and he has offered an Oswego Speedway discount of \$550.00 for dynoing and sealing your engine. If you refresh your engine with after-market parts you must have it sealed by Pat Morrison or run a 2 bbl carburetor along with a max 4:00 gear rule. Pat Morrison will be the official dyno facility of Oswego Speedway and all determination of the legality of your engine will be based on his dyno machine. Also, we will be pulling engines to dyno this year even if your engine has the above seals if we feel the engine needs further tech.
2. We are trying to create a level playing field with the above engine rules to obtain larger car counts on not only a weekly basis plus Classic Weekend as well. We will be scheduling a testing session the first week of May (weather and track conditions permitting) to see if further adjustments have to be made.
3. The O-80541 -1, -2 and -3 carburetor must maintain the stock venturi and throttle bore dimensions, the primary and the secondary venturi must be 1- ¼". The 4777C primary venturi will be 1 1/4" and the secondary must be 1- 5/16".
4. The carburetor (float bowls and main body) must be Holley original equipment manufactured. Metering blocks and base plate may be billet aluminum, Holley or after market.
5. The carburetor must maintain all stock dimensions, including mounting and stud location on intake manifold.
6. The booster height must remain stock OEM from Holley. Cutting, tumbling and/or polishing will not be permitted.
7. No visible modifications will be permitted to the OEM center section except the addition of the optional billet base plate and metering blocks.
8. The following alterations will be permitted:
 - a) Holes drilled in the throttle plate for proper idle.
 - b) Drilling, tapping and plugging of unused vacuum ports.
 - c) Welding of throttle shaft to linkage arm.
 - d) Drilling of idle and/or high speed air correction jets.
 - e) Milling of center carburetor body metering block surface, maximum of .015" on each side.
 - f) Removal of choke plate and shaft.

- g) The jets may be changed as needed.
- h) Boosters may be safely wired.

9. Gauge measurements (go/no-go) must meet Holley OEM measurements, including after-market base plates regardless of carburetor temperature at all times.
10. Jets, bleeds, needle and seat, emulsion bleeds, power valves, accelerator pumps nozzles, accelerator pump cam adjustments and secondary adjustable linkage will be permitted.
11. Physical alteration of carburetor components and/or parts and/or any alterations, machining and/or reshaping will not be permitted. The use of epoxy and/or coatings of any kind will not be permitted.
12. A single un-altered carburetor spacer plate with an un-altered hole/opening including gasket with a maximum thickness of 1 1/8" will be permitted. Tapering, machining and/or any other alteration to the spacer plate will not be permitted.
13. Only a single conventional round type air cleaner housing with a bottom 5" center hole will be permitted. Ram air, air box and/or heat shield type devices will not be permitted. The air cleaner must remain in place when the hood is removed.
14. Air cleaners that provide ventilation through the top cover (such as K&N brand) will be permitted. Air induction plastic carburetor insert and/or other devices that direct air into the air intake will not be permitted. Air diffusers will not be permitted.
15. A single spacer maximum 1" is allowed. Spacer must be straight bored with a maximum of (2) .070 gaskets. NO vacuum leaks between intake valves and top of carburetor. Only one 4" x 14" or less air cleaner element is allowed. No scoops or forced air induction allowed.
16. IGNITION SYSTEM – Any 12 volt battery powered ignition system which is produced for highway use is allowed. NO external coils are allowed. NO crank trigger systems, NO magnetos, boosters or other devices allowed. One working coil only. NO systems with external box allowed. Battery must be securely fastened inside the main frame rails and outside of the cockpit. Battery must have a protective cover. Teams may use MSD Circle Track RPM Control to prevent over revving.
17. COOLING SYSTEM – All radiators and cooling devices must be mounted in front of driver cockpit. Water is only coolant, NO anti-freeze allowed. Cooling system must have a two quart or larger can or recovery unit located in engine compartment.
18. EXHAUST – All exhaust pipes on each side shall run into a common collector. Header shall be kept away from possible fuel spillage areas. All parts of exhaust must remain inside of nerf bars. Mufflers shall be welded on the end of the header

pipes. As a MINIMUM, all cars must run fully functional, unaltered Schoenfeld 103535K 10" mufflers. Highly recommended are Moroso #95051 or #95052. NO homemade mufflers or baffle systems allowed. Proper installation is subject to final track approval. Cars without proper exhaust systems WILL NOT be allowed to run at any time.

TIRES AND WHEELS

1. Oswego Speedway tire compounds for 2026 season will be Hoosier 10 inch, 1057 compound on three corners with a 1060 compound on the right rear. Both fronts and left rear must use either of these sizes: 08600 26.5x10-15 1057 compound or 08651 27.0x10-15 1057 compound. The right rear must be 08651 27.0x10-15 1060 compound.
2. Wheels must be steel only, max 10" wide, any offset allowed. No aluminum, magnesium, or carbon fiber wheels. NO bead locks or screw fastening devices of any type allowed. Wheels may not be any wider than 10". Bleeder valves may be used.
3. NO soaking, grinding, buffing or altering of markings on tire. NO tire softening solutions allowed. Questionable tires will be confiscated by track officials. Teams caught with tire softener will lose all money for that race meet, points for year to date and a two race suspension.
4. We will stencil all four tires before going out for qualifying and those four tires must be run all night long.
5. Tires are available at Speedway.

DRIVETRAIN / CHASSIS

1. FRONT END – Independent front suspension is not allowed.
2. REAR END – Any passenger car or truck rear end may be used. Quick change, posi-traction or locked rear end may be used. A max, final drive ratio may be established if deemed necessary by track officials.
3. DRIVESHAFT – Driveshaft shall be made of steel and shall be painted white for ease of visibility should it become detached from car. TWO drive- shaft loops are required and shall be constructed of at least ¼" x 1 ½" material. Driveshaft shall be accessible for ease of final drive inspection.
4. BRAKES – All cars must have four wheel hydraulic brakes in good working order. Brake rotors must be ferrous alloy only.
5. FIREWALL – There shall be a firewall between engine compartment and the cockpit. Firewall shall be constructed of at least 20 gauge steel or aluminum and bolted or welded to the frame. Rear firewall is required in addition to fuel cell container.
6. WEIGHT – Minimum weight, immediately after heat or feature, with driver strapped in, shall be 1950 for all cars. No fuel can be added to car at scales to make weight. NO bolt on weight allowed outside frame rails, all ballast must be painted white and securely bolted or welded to frame, outside driver's compartment. NO filling of nerf bars or bumpers. Max. allowable left side weight is 65% of cars total weight.
7. BUMPERS – Front and rear bumpers capable of supporting the weight of the car are mandatory.
8. NERF BARS – Are mandatory on both sides, minimum of 1 ¼" OD. Bars shall be constructed so tires are not beyond bar so as to prevent wheel hop.

9. ROLL CAGE / CHASSIS – Roll cages may be constructed of mild steel, DOM steel or chromoly tubing with a min. OD of 1 ½” and a min. wall thickness of .095”, roll cage shall be gusseted in all four corners. NO sharp edges shall be left anywhere on the roll cage. Cages must be constructed with an inverted “V” or “X” type behind the driver’s head. There shall be no sheet metal on the roll cage except for the allowed sun visors. Padding around helmet area is mandatory.
10. FUEL / FUEL TANKS – All cars must be equipped with a fuel cell in good working order. There shall be a check valve or PCV valve located within the fuel vent line. An Oberg Anti-Siphon valve #SV-0828 must be installed in the main fuel line from the fuel tank to the fuel pump. A Fuel cell must be mounted within the main frame rails, fully enclosed in a steel container. Any type of gasoline is allowed, Sunoco Race Fuel available at track is recommended. No additives, oxygenators, methanol or alcohol allowed. Fuel samples may be randomly taken anytime.
11. CAR DIMENSIONS / BODY – Cars shall be constructed with a min. wheelbase of 88” and a max. wheelbase of 102”. The track width shall be no more than 84” measured from the outer bead surface of the left rim to the outer bead surface of the right rim front and rear. Bodies shall be constructed of aluminum, steel or fiberglass. Body styles should resemble current ISMA body designs. No side panels higher than driver’s shoulders are allowed, when strapped in, race ready.
 - a) A roll cage sun visor is allowed. If used it must not exceed 4” in height or be wider than the roll cage. The visor may be contoured to fit the roll cage front cross tube but must not extend beyond the cross tube. Driver’s name on it is highly recommended.
12. WINGS – Max. length of nose wing shall be 34” from axle to most forward point of front bumper. Max. width of nose or canard wings will be 54” from outermost points of the wing. This includes endplates and/or wicker bills on end plates. Top wings shall be constructed of aluminum or steel with side panels no larger than 24” high. Wing must be no larger than 24 SF of surface area. Fixed or movable, air strut wings are allowed. Only one roof mounted wing is allowed. No other wings allowed, including wing built into tail bodywork, except nose mounted canard wings.
13. SHOCKS – NO external canister or reservoir shocks are allowed. Maximum price per shock shall be set at \$500 list price. If shocks are found to not be in compliance they will be confiscated.
14. One way radios only and No mirrors allowed. A One way radio for one way communication from race control is MANDATORY. A full blown 4 watt radio is required and will be available for purchase from Oswego Speedway. A transponder, mounted in conjunction with pics to be posted at starspeedwaynh.com is also mandatory. Cars that do not have a transponder will not be scored and car will only be awarded tow money and no points.

APPEARANCE

1. All cars must be neatly painted and lettered. Major body damage and paint work must be repaired by next race meet.
2. Numbers will be assigned by track officials, no letters or 3 digit numbers, track may re-assign to avoid duplication.
3. A contrasting, legible number must be painted min. 18” two stroke width on top surface of wing in addition to min. 8” numbers on both sides of wing,

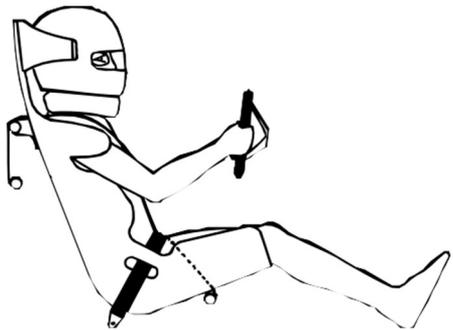
nose and rear of car. No reflective or chrome numbers on top of wing.

FOR COCKPIT, DRIVER & PIT SAFETY - ALL DIVISIONS - SEE PAGE 53

CHAPTER EIGHT

COCKPIT, DRIVER & PIT SAFETY -All Divisions

1. DRIVER SEAT - Driver seat shall be metal and provide support of both left and right sides from shoulders to the legs. Seat shall be mounted using a minimum of four grade 8 - 1/4" bolts (with large diameter washers between the head of the bolt and the seat surface), to the frame structure of the car, behind the shoulders, and below the bottom of the seat. No fiberglass or plastic seats.
 - a) Driver seat shall be padded.
 - b) Seat shall have right and left shoulder supports.
 - c) Seat shall have left and right padded head supports.
 - d) All racecars must be equipped with a head rest. This head rest must be properly padded. The head rest must be constructed in a manner that it can't be manually moved or deformed in any direction. It is recommended that the head rest be removable to enable the driver to evacuate the cockpit.
 - e) All areas of the upper roll cage that the driver's helmet could come in contact with, must be adequately padded with an approved roll bar padding.
2. DRIVER BELTS - Three inch driver seat belts, shoulder harnesses (narrowed harnesses that conform to the shape of the HANS DEVICE may be used) and crotch (anti-submarine) belts are mandatory and shall be bolted or securely fastened to the frame. Each belt shall fasten separately to a common quick release type unit. Any belt showing wear or deterioration shall not be allowed. It is required that belts be replaced every two years. The complete belt assembly shall be worn at all times while the driver is on the racing surface. Separate shoulder strap fastening and sternum belt are highly recommended. Use the following illustration and recommendations for installing your belts: IT IS REQUIRED THAT NYLON WEBBED BELTS SFI SPEC 16.1 (SIMPSON, IMPACT, G-FORCE, ETC) BE REPLACED EVERY TWO YEARS. POLYESTER WEBBED BELTS -SFI SPEC 16.5 (WILLINS, SABELT, SCROTH, ETC) BE REPLACED EVERY 5 YEARS.
3. LAP BELT is designed to hold the lower abdomen, hip and pelvic area back into the seat and to provide the majority of control in holding your body down into the seat bottom. The lap belt shall be mounted at a 45 degree angle to the spine no matter what inclination your seating position provides. Always allow the lap belt to lie across your lower abdomen and route smoothly all the way around the hips to provide as much distribution of weight as possible. The crotch (anti-submarine) belt shall run from the common release unit, through the slot in the seat bottom, and attach to a frame member under the seat bottom. The lap belt shall not be routed over the top of the sides of the seat. Lap belts are to hold your



body, not the seat. It is important to route the lap belt through the slot provided in the seat, to provide proper distribution of pull.

4. SHOULDER HARNESS is the most abused belt in the harness system. Used improperly these belts will hurt you in a hard crash. Research indicates that back injuries (i.e., broken back, vertebrae damage from compression of the spine, tail bone breakage, etc.), shoulder and some neck injuries are directly attributed to shoulder harnesses being used improperly or improper seat design and not necessarily from the force of the impact itself. The main function of the shoulder harness is to hold your torso back into the seat. The shoulder harnesses shall be routed so they pass over the top of the shoulder and traverse at a 90 degree angle to the spine no matter what the inclination your seating position provides. This allows you to provide the proper tension required to hold your upper body back into the seat without taking your breath. The belts shall not run down your back below shoulder height before crossing through the shoulder harness slot in the seat and shall not run across the boney structure at the perimeter of the shoulder as damage will result. The shoulder belts shall be routed through the holes provided in the seat and across the cage tube to provide the best control of location of the belt.
5. Fuel shut-off valve and ignition switch shall be within reach of the driver when the driver is held into position by seat belts and harnesses. They shall be clearly marked "off" and "on," brightly marked and easily accessible by the safety crew.
6. All protrusions, brackets and bracing in the cockpit area (inc. roll cage) shall have smooth or rounded edges and if the driver is in close proximity to these items, (which could be contacted during an accident) they shall be protected with "ensolite" or equivalent material with a minimum thickness of 1/2 inch.
7. All supermodifieds must have two (2) engine kill switches. One (1) must be located on the **steering wheel** and properly marked as such, and the other must be located on the throttle pedal toe strap. A throttle toe strap is mandatory and must connect to both left and right sides of the throttle pedal to ensure it will not bend or flex. Brake kill switches may also be used. L-shaped tow straps are not acceptable.
8. Driver's vision shall not be obstructed by engine components, injector stacks, auxiliary fuel tanks, body panels, etc.
9. No mirrors shall be allowed.
10. The quick release part of the removable steering wheel shall be made of metal only.
11. Supermodifieds, SBS and 350s shall have an on-board fire extinguishing system with a minimum 5 lb. capacity. Actuating button shall be within driver's reach when strapped in the car. A minimum of 2 nozzles in the cockpit shall be directed toward lower part of the driver's torso and feet. Fire bottles shall have a gauge that is clearly visible, with the bottle installed in the car. Fire bottle actuator shall have a highly visible attachment (flag or decal) to readily identify its location. Pins shall be pulled from the system, (system shall be "armed") at all times when on the racetrack.
12. Radio communication between the driver and the pit crew or between pit crew members is not allowed.
13. The driver shall wear the following protective racing apparel:
 - a) A full face helmet with proper fastenings and protective eye shield is

mandatory. All helmets must be SNELL certified. In 2026-27 the helmet must have a minimum Snell 2015 rating. This will be the last year that we allow the 2015 rating. If the driver's helmet has been subject to impact as the result of a crash, being thrown, etc. the driver shall provide written confirmation to the chief tech inspector that the helmet has been inspected and approved for competition by the helmet manufacturer. Failure to do so shall result in confiscation of the helmet by the chief tech inspector.

- b) Nomex hood or "clava" if not built into the helmet.
 - c) Fire retardant uniform (minimum double layer) properly fastened at neck, wrists and ankles.
 - d) Fire retardant socks, underwear, gloves and shoes.
 - e) All drivers must wear an FHR, Frontal Head Restraint (HANS, HUTCHINS, etc.) device while on the racing surface.
 - f) Safety arm restraints are mandatory for all divisions.
 - g) The chief tech inspector reserves the right to confiscate any safety equipment that is of a questionable nature.
 - h) Any person being "pushed off" (starting a supermodified in the pit area), must be strapped-in and be wearing a helmet, fire suit and gloves.
14. BATTERIES – 9 volt battery(s) is allowed in the driver occupied area. No larger, dry-cell type batteries, (Example, to power fuel pumps), shall be allowed in the driver occupied area of the car, or attached anywhere on the exterior of the car. All such batteries must be securely fastened within the main frame rails and body panels of the car. No wet cell batteries are allowed.
15. If a driver receives an injury requiring continuous medical attention from a physician or chiropractor, the driver shall be required to submit, in writing, a medical release on the attending physician's or chiropractor's letterhead and it shall be received by the Competition Director 24 hours prior to the next scheduled race meet in which the driver wishes to participate. Also, the driver shall demonstrate to the Competition Director the ability to enter and exit the car quickly and safely before being allowed to compete.
16. If a driver is rendered unconscious from an accident on the track, the driver, upon regaining consciousness, shall be unable to compete for the duration of the race meet.
17. Drivers shall be physically and mentally healthy in order to compete on any given race meet. The Competition Director may require a driver to submit a statement, in writing, on his attending physician's letterhead, attesting to the driver's fitness to operate a race car.
18. A driver, owner, crew member or pit pass holder, may be requested to submit to a drug or sobriety test, for any reason on or off the track, at the discretion of the Competition Committee. Anyone testing positive may suffer expulsion from the track for a period of time to be determined or the remainder of season.
19. The Competition Director reserves the right to disqualify any driver deemed "unfit to race" by track medical personnel.
20. A driver refusing medical treatment must sign a medical waiver. Driver may not be allowed to compete for the remainder of the event at the discretion of the competition director.

21. Each race team shall be equipped with a 5 lb. or larger, fully charged, dry chemical fire extinguisher in their pit at every race meet. The extinguisher shall be in plain view and easily accessible.
22. There shall be no gas stoves, barbeque grills or any other cooking units in the pit area.
23. All race teams must have a 5-gallon bucket of water readily available in their pit area.

PUSH VEHICLES

1. PUSH VEHICLES – All push vehicles shall be equipped with a front push “bumper/surface” capable of safely allowing a race car to be moved, or push started without causing damage to the rear of the car being pushed. The rear bumper contact surfaces, for both the supermodifieds, and the limited supermodifieds have been standardized in the 2026-27 Rule Book. The speedway is requesting all push truck owners ensure their push bumpers are compatible with current race car bumper rules. The recommended Push Truck Push Bumper dimensions are as follows:
 - a) 8” Ground to bottom of push surface, recommended. This is to ensure the push bumper surfaces do not ride up and over the supermodified rear bumpers.
 - b) 24” Ground to the top of the push surface, recommended. This is to ensure contact with the rear bumpers of all divisions.
 - c) 24” – 30” Push surface width recommended. This to ensure a narrow enough push surface, to avoid contact with the tail side panels, when pushing around corners.
 - d) 15”–18” Push surface extended out in front of the push truck headlight/bumper area recommended. This is to minimize the likelihood of contact between the super rear tail side panels, and the push truck headlight/bumper areas.

CHAPTER NINE

PROTEST & VIOLATION OF CAR SPECIFICATIONS - All Divisions

1. Only a registered car owner with his car in attendance may file a protest.
2. A car owner may protest only one car per race meet.
3. The protest shall be filed, in writing, before the preliminary events begin.
4. The protest shall explicitly state the car being protested and the particular specification that is being violated.
 - a) VIOLATION OF: TOTAL WEIGHT, LEFT SIDE WEIGHT, or HP/TORQUE in CRATE DIVISIONS, SHALL BE GROUNDS FOR IMMEDIATE DISQUALIFICATION.
 - b) USE OF TIRE SOFTENER OR TRACTION CONTROL WILL BE GROUNDS FOR NO LESS THAN 1 YEAR SUSPENSION OF CAR OWNER AND DRIVER.
5. The person protesting shall sign the protest form and post \$200 Protest Fee per violation for the Supermodifieds: \$150 for the Winged 350 and \$100 for the SBS. Engine protest fees shall be \$700 for all divisions which will cover the dyno fees.
6. If the car under protest is in violation of the cited car specification, the Competition Committee reserves the right to allow sufficient time for changes to be made. The protest fee shall be returned to the car owner filing the protest.
7. If the car under protest is not in violation of the cited car specification, the protest fee shall be forfeited and paid to the owner of the car under protest.
8. All cars shall be measured and/or visually inspected each week by a qualified technical inspector to make sure they conform to car specifications.
9. After inspection, if there is a violation, the car owner shall receive a "Report Form" specifying the technical inspector's findings. The Competition Director shall also receive a copy of each Report Form issued.
10. The Report Form shall include the car being inspected, which of the car specifications are in violation, why the car does not conform and how long the car owner has to make the necessary changes. If a violation is deemed to be performance-enhancing by tech inspectors, the car owner is immediately subject to one or more penalties at the discretion of the Competition Committee.
11. On subsequent race meets, the technical inspector shall follow up on all violations not deemed to be performance-enhancing. If the necessary changes are not made within the specified time period, a monetary fine and/or point penalty shall be levied against the team as determined by the Competition Committee.

POST-RACE INSPECTION – ALL DIVISIONS

1. Two cars chosen at random by the chief tech inspector shall be subject to a tear down inspection at the end of the feature race.
2. A sufficient cool down period shall be allowed for each car before the inspection begins.
3. The car shall be pushed into the tech building and a maximum of three crew members shall be allowed inside the tech building.
4. The extent of the post-race inspection shall be at the discretion of the chief tech inspector, but any car specification is subject to post-race inspection.
5. If the car is in violation of any car specifications, as determined by the tech inspectors, the car owner and/or driver is subject to one or more penalties at the discretion of the Competition Committee.
6. Before a final determination is made, the car owner shall be informed of the specific violation and shall have the option to remove or disassemble that part of the car or engine necessary to provide a more thorough examination.
7. If the car owner refuses this optional tear down, the car shall be deemed illegal and the car owner and/or driver is subject to one or more penalties at the discretion of the Competition Committee.
8. If a car is in violation of any car specification, the Chief Technical Inspector reserves the right to confiscate and keep the illegal component or part.
9. If the car owner refuses the initial post-race inspection, the car shall automatically be deemed illegal and the car owner and/or driver shall be subject to one or more penalties at the discretion of the Competition Committee.
10. For questions on car specification please call Oswego Speedway at 315-342-0646.

PENALTIES FOR RULE VIOLATIONS MAJOR VIOLATIONS SUPERMODIFIEDS

ENGINE

- EXCEEDING CUBIC INCH LIMITS: Disqualification, loss of prize money and points: 1 week suspension
- UNAPPROVED OR MODIFIED CYL HEAD: Same as above
- FUEL VIOLATION: Not meeting specific gravity or using performance additives: Disqualification
- POST RACE WEIGHT: 5 pounds or less: Warning, 5 pounds or more: Disqualification POST RACE WIDTH: Disqualification
- POST RACE REAR WING VIOLATION: 1/2" or less: Warning, 1/2" or more: Disqualification

ALL DIVISIONS

- If violation is "not" considered (by tech) to be a performance advantage you will get a warning and it must be changed by the next event
- If violation "is" considered by (tech) to be a performance advantage you will be disqualified

MAJOR VIOLATIONS SMALL BLOCKS OR 350's

ENGINE - 602 CRATE OR 604 CRATE

- EXCEEDING ANY PREDETERMINED LIMITS; Disqualification, loss of prize money, \$3500 fine and 1 year Suspension.
- TAMPERING WITH SEALS; Disqualification, loss of prize money and points, 2 week suspension.

2026-27 SMALL BLOCK ENGINE

- EXCEEDING CUBIC INCH LIMITS: Disqualification, loss of prize money and points: 1 week suspension
- UNAPPROVED OR MODIFIED CYL HEAD: Same as above
- FUEL VIOLATION: Not meeting specific gravity or using performance additives: Disqualification
- CARBURETOR OR MANIFOLD VIOLATION: Disqualification
- POST RACE WEIGHT: 5 pounds or less: Warning, 5 pounds or more: Disqualification POST RACE WIDTH: Disqualification
- POST RACE REAR HEIGHT: (except for 350's) 1/2" or less: Warning, 1/2" or more: Disqualification
- POST RACE TIRE VIOLATION: Disqualification

CHAPTER TEN

SPEEDWAY POLICY REGARDING USE OR POSSESSION OF ILLEGAL DRUGS OR SUBSTANCES - All Divisions

1. **ILLEGAL DRUG DEFINITION:** Illegal drugs are those substances defined and prohibited by state and/or federal law.
2. **GENERAL PROHIBITION:** Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant at Oswego Speedway, either on the speedway grounds, or in any area considered to be used in the operation of Oswego Speedway, such as parking lots or any other properties.
3. **PARTICIPANT, DEFINITION:** A participant is any person taking part in any event at Oswego Speedway, in any form, including, but not restricted to drivers, car owners, mechanics, crew members, sponsors, track officials and pit area observers. All such persons shall be considered public figures who have by their own choice become involved in auto racing events at Oswego Speedway, with full understanding that they shall abide by the rules and regulations established and published and/or announced by Oswego Speedway. All participants are considered to be responsible for their personal conduct.
4. **VIOLATIONS & PENALTIES:** Any person found to be in possession of or under the influence of an illegal drug or drug substance on speedway property, as defined above, or any person who is arrested by duly-constituted authorities and charged with possession and/or use of illegal drugs or drug substance, or any person who is formally charged by a court of law with illegal drug violations, shall be subject to eviction from speedway property and denial of further entry to the speedway for a period to be determined by the Competition Committee.
 - a) Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to the Competition Director by that agency, shall be suspended from all forms of participation at Oswego Speedway until such time as charges are fully adjudicated through the legal process. Any participant convicted of a formal drug charge by such process of law shall be prohibited from taking part in any Oswego Speedway events for a period to be decided by the Competition Committee, from date of conviction.
5. **APPEAL AND HEARING:** Any participant suspended for violation of these rules shall be granted a hearing by a board of appeals to be designated by the Competition Committee, provided the suspended participant requests such a hearing, in writing within 14 calendar days of the date of suspension. It is the responsibility of the suspended person to make such a request if a hearing is desired.
6. **REINSTATEMENT:** A participant suspended for drug violations as outlined above, except in the case of a person charged with selling drugs, may, as the result of a decision reached through the hearing process detailed above, be reinstated, if the participant, at his or her own expense, produces documentation from a physician, licensed within the State, certifying that he or she is drug independent, as a result of random and periodical examinations and urinalysis testing, made at the request of the Competition Director.
7. **PRESCRIPTION DRUGS:** If a participant is using prescription drugs on advice from

a physician it shall be reported to the Competition Director prior to entering speedway activities. If not reported, the participant shall be subject to one or more penalties at the discretion of the Competition Committee.

USE OF SOCIAL MEDIA AND RESPECT OF OFFICIALS

Regarding social media posts on Facebook, Twitter, Message Boards, Etc.

1. At this time, we (Oswego Speedway) do not have a written policy but we do feel the need to address the issue of posts by race teams. Everyone must be aware that posting on social media is like speaking into a live microphone. Media outlets can and quite often do pick up on social media comments. Be aware that all teams depend on their sponsors to race weekly. Everyone should respect the value of our fan base and sponsors. By the time an offensive post or tweet shows up, it is too late to stop the spiraling effect for the Speedway. You may feel that you cannot control the comments made in support of your initial comments, but that is not the case. If we see any negative comments on social media outlets from Owners, Drivers or Crew Members, we will take action immediately. We cannot stop you from posting negative remarks against the Speedway or Speedway Officials, but we can and will stop you from attending our events at the Speedway. Please warn your entire team of this policy.
2. We also feel the need to address the issue of the lack of respect for Speedway Officials. This includes the Officials in the tower as well as the Pit Stewards, Tech and Safety Crew. They are all trying their best to work with you to create a fair playing field. There is no favoritism at the Speedway. If you do not like a call, let's discuss it and then put it to rest on Saturday night. You have always been welcome to come to the tower after a race and view the video with Officials. Keep in mind that we are not perfect, but we do know the Speedway's Rules and Policies and do our best under a strict time frame to make the right call. You may not always like the call that is made, but we will explain how and why it was made. Please feel free to call John, Eric, Chuck or Craig and we will be more than willing to discuss it with you. We want this all to end by Monday so we can move on to the next weekend of racing.

CHAPTER ELEVEN

CHAMPIONSHIP POINT SYSTEM - All Divisions

1. Single championship points shall be awarded for each feature.
2. A registered driver/car combination in attendance who makes a bona-fide attempt to compete in a qualifying or feature race, but fails to do so, shall receive 40 championship driver points. A driver who takes the white flag for a feature event shall not receive 40 points as he shall be awarded feature points for his designated finishing position.
3. In the event the last point race is rained out, the points accumulated through the last completed point show shall be used to determine the overall champion. No championship points shall be awarded for any races on Classic Weekend.
4. If there is a tie for the drivers point championship it will be broken by the number of feature wins. If a tie still exists then there will be co-champions. If there is a tie in owner point standings the tie will remain and the point money will be split.
5. The Championship Point Fund shall be determined by 50/50 receipts and sponsorships secured by the end of the racing season and shall be paid at the Awards Banquet.
6. The owner and/or driver MUST be present at the Awards Banquet to be eligible to collect his/her portion of the Championship Point Fund.

TIMED WARMUPS

1st	10
2nd	8
3rd	6
4th	5
5th	4
6th	3
7th	2
8th and on	1

TRACK CHAMPIONSHIP POINT SYSTEM

FEATURE

Pos	Points
1st.....	100
2nd.....	94
3rd.....	90
4th.....	87
5th.....	84
6th.....	81
7th.....	78
8th.....	76
9th.....	74
10th.....	72
11th.....	70
12th.....	68
13th.....	66
14th.....	64
15th.....	62
16th.....	61
17th.....	60
18th.....	59
19th.....	58
20th.....	57
21st.....	56
22nd.....	55
23rd.....	54
24th.....	53
25th.....	52
26th.....	51
all other.....	50

HEAT POINTS

1st	10
2nd	8
3rd	6
4th	5
5th	4
6th	3
7th	2
8th and on	1

CAR NUMBERS:

1. For scoring purposes, numbers must be as legible as possible. Numbers must be located on the front nose or hood, (SBS - left and right quarter panels upper portion and rear). Supermodifieds must have a number on each of the wing side plates.

It is still important to be able to read the numbers on a car even with use of transponders, in case of failures of system and to be able to identify cars in an accident.

2. Numbers must be a minimum of 18" high.
3. Numbers must not be partially obscured behind nerf bars, bumpers, body panels, tires or front nose wings.
4. The typeface used to create numbers must be bold and legible.

PAINTING GUIDELINES:

1. Numbers on dark or black paint should be in a contrasting light color to provide the highest possible legibility.
2. If dark color or metallic numbers are used, the number must be outlined with a lighter color or placed on a lighter background.
3. Numbers should be a solid color. Computerized blends and gradients are difficult for scorers to recognize. These numbers MUST be placed on a contrasting background or outlined in a contrasting color.



Examples of difficult-to-read numbers.



Examples of easily-recognizable numbers