

2022 Late Model Sportsman Rules

Chassis:

- A. All snouts, unibodies, frames, and cages must be magnetic steel. Fabricated front snouts or OEM allowed.
- B. Any chassis with a Camaro snout must use minimum of 2" x 3" x .090 steel box tubing when fabricating the center section. Rear frame rails from the center of rear rearward may be replaced with a minimum of 2" x 2" x .090 steel tubing.
- C. All tube frame cars must be a minimum 2"x 3"x .090 steel box tubing from front springs to the rear springs. The minimum tubing allowed from the front springs forward and the rear springs rearward will be 2" x 2" x .090 steel tubing.
- D. Metric frame chassis may box the center section or replace it with a minimum 2" x 3" x .090 steel box tubing. Rear frame rails from center of rear rearward may be replaced with 2" x 2" x .090 steel tubing.
- E. Minimum wheelbase of 101" and a maximum of 108".
- F. All cars must have a four (4) point roll cage constructed of 1 3/4 x .095 steel tubing. The roll cage must consist of four (4) vertical upright bars connected at the top of all sides and shall be adequately cross braced. The base of the upright shall be solidly welded thru the frame. Four (4) curved door bars on the left side and three (3) or four (4) curved or straight bars on the right side is mandatory. Minimum of 6 vertical bars (2 between each horizontal door bar). Minimum height of door bars on drivers' side is 22 1/2 from bottom of frame. Width of halo bar should be a minimum of 32". The roll cage members must closely conform to window/door/roof. It is mandatory to have 16-gauge metal welded between door bars, or a 16-gauge metal plate 40" in length and 17" in height minimum welded between driver's door bars and the driver's door. The total height of the roll cage to be 40" from the bottom of the frame.
- G. Metric Chassis can add 1" to the tread width and 1% to the left side weight

ALL ROLL CAGE INSTALLATIONS AND WORKMANSHIP MUST BE ACCEPTABLE TO OFFICIALS.

Firewalls:

A. Interior of car must be completely enclosed in respect to engine compartment, track surface, wheel walls, and rear (fuel cell) compartments. The area immediately beneath the drivers (floor) and the vertical panels surrounding seat area (front and rear firewalls, and transmission tunnel) must be constructed of minimum 18 gauge (.047 inch) and be of welded construction. Other interior panels may be constructed of aluminum or steel minimum of .040-inch thickness.

Wheelbase/Tread Width:

A. The wheelbase must be a minimum of 101" and a maximum of 108" at ride height.

B. The maximum tread width allowed is 74 1/4" from outside of wheel bead to outside of wheel bead at ride height. **No Tolerance Allowed.**

C. **Metric Chassis can add 1" to the tread width and 1% to the left side weight**

Suspension and Steering:

A. Tubular control arms allowed. Lower control arm mounting holes may be modified. Any ball joint or mono balls.

B. All spindles must be magnetic steel · Any front sway bar allowed. No rear sway bars.

C. All chassis must have a magnetic steel steering box, idler arm, and center link. Aftermarket tie rod ends and heim ends allowed. **NO RACK AND PINION.**

D. Three-Point rear suspension allowed on all chassis. All cars may choose from an OEM lower trailing arm, a fabricated lower trailing arm, or an aftermarket lower trailing arm. No spring bars, or rubber snubber on lower trailing arms. **Trailing arms must be straight steel, or aluminum tubes solidly mounted to trailing arm brackets (brackets must be attached to the rear axle tube) below the rear end axle tube in a traditional manner, NO J Hook type mounts.** The upper 3rd may be OEM, or aftermarket. The upper third link must be mounted to the top rear end housing. All 3 point must have a driver intrusion plate. **No Center Pull Rear Suspension**

E. Stock four (4) point suspension allowed. Truck arms allowed.

F. The pan hard bar/ J bar must have 3/4" heim joints on both sides.

G. Racing springs allowed. Conventional jacking bolts or coil over eliminator allowed on all four (4) springs. All coil springs must be a minimum 5" O.D. All springs must be magnetic steel. **NO COIL OVERS.** Leaf spring cars may have adjustable lowering blocks and shackles.

H. No shock will cost more than \$160.00 racers net new for anyone. Only one (1) shock per wheel. No aluminum, coil over, or threaded body shocks. Shocks must be steel body. The only take apart, rebuildable or adjustable shocks that are allowed are the QA1 stock mount FC series, or the 50 or 51 series re-valveable and rebuildable. All parts that are used to rebuild or adjust these shocks must be original parts offered by QA1 and made available to everyone by QA1. The only part that can be modified is the bleed hole in the piston. It may be re-drilled. The FC series shock may have extensions or spacers on the top or bottom. NHSTRA reserves the right to confiscate any shock for evaluation. If the shock fails to meet the specs listed above the owner will be responsible for any fees that are incurred.

I. No suspension limiting devices, bump stops, bump springs, or coil binding. Subject to board test. (Front tires will be put on a 2 x 10 board and the nose must hit the ground when pushed down) Bring your crew members to push nose down.

J. The **ONLY** adjusting device allowed in drivers compartment will be a brake proportional/ brake bias. No other devices allowed.

K. All power steering pumps must be bolted to engine.

Brakes:

- A.** Any stock appearing steel or aluminum single piston caliper allowed. Brake rotors and hubs may be aftermarket. All brake rotors must be steel vein type with a minimum thickness of 0.810. All mounting brackets must be attached solidly to the rear end housing. No floating brake brackets.
- B.** Aftermarket pedals and master cylinders allowed.
- C.** All cars must always have four (4) wheel brakes in working order.
- D.** Brake proportion valve and/or brake bias allowed.

Bodies:

- A.** Any OEM appearing aftermarket or homemade body allowed. Downforce bodies allowed. Body panels may be steel, aluminum, fiberglass, or plastic.
- B.** All bodies must have a full front Lexan windshield, and a full rear Lexan window. $\frac{1}{4}$ panel windows also Lexan. Front windshield must stay within 26-30 degrees. Both front and rear windows must have a minimum of two (2) supports. - A-post side vent windows allowed on left and right with a maximum length of 14".
- C.** Minimum roof height of 45" from the ground measured back 10" from the top center of windshield. Roof must have a minimum width of 42" measured back 10" from the top center of windshield. A maximum allowance of 1 $\frac{1}{2}$ " from front of roof to rear of roof. Roof and rear window vanes are allowed, one per side, one (1)" maximum allowed. Body vanes are "NOT" allowed.
- D.** Cars must have a full front bumper cover. Maximum front overhang from centerline of front wheels to front of nose piece 50". The rear end panel must be completely closed. No holes. Front and rear bumper heights are 18" to center. Front hoops are allowed to make the 18" height. Front hoops are only allowed 1 support per side back to the cage. Rear bumper ends MUST be capped. No lead in bumpers.
- E.** Rear quarter panel height at back of quarter will be no higher than 40". Maximum body width 80" at any point. Maximum rear overhang from centerline of rear wheels to base of spoiler is 55".
- F.** Air filter may be thru hood.
- G.** Maximum spoiler height is 46 $\frac{1}{2}$ " & width of 60". Lexan spoilers only. No boxing of spoiler is allowed. Must be centered on body. No letter allowed on spoiler.
- H.** Rub rails are allowed between the two (2) tires and back of $\frac{1}{4}$ panel. Bars must be mounted flush to doors and secured to the cage as close to the centerline of the wheels as possible. Rub rails may be made of 1"x1" square tubing with ends cut to 45 degrees from and back. Ends must be sealed with no sharp edges. Rub rails must be secured with at least three (3) button head or carriage bolts. One rub rail per side. Lexan rub rails are allowed and are the preferred choice. Rub rails will be monitored and if noncompliant must be removed.
- I.** Cold Air boxes allowed.

Paint and Lettering:

- A.** All cars must be numbered. All numbers must be confirmed with NHSTRA Track reserves the right to reassign numbers to avoid scoring duplications. Car registration for cars that raced the previous year (minimum of 3 races) will have first refusal of numbers until January 31st, then will be first come first serve, if duplicate number requested track will refer to last season points.
- B.** Numbers must be on both doors and the roof and be a minimum of 18". Roof numbers must read from the passenger side of the car. All numbers must be distinctly contrasting to color of car. All cars must have their car number on the upper right-hand corner of the windshield minimum height of 6" and be white in color. No reflector or metallic numbers. All numbers to be subject to visual approval of the head scorer.

Paint and Lettering Cont.

- C.** All cars must be registered with the speedway.
- D.** All cars must have their total weight and left side weight on the bottom passenger side of the windshield or right side of hood.
- E.** A quality and presentable paint job is mandatory on all cars. Body's must be kept neat and painted at all time.

Drivetrain:

- A.** Only stock clutch and flywheel assemblies allowed. The total weight of clutch disc, pressure plate, flywheel, and bolts will be a minimum of 30 pounds. The minimum dimensions for clutch disc and pressure plate is 10.4". The pressure plate and flywheel must be OEM stock appearing for engine being used. No multi disc clutches allowed. The GM crate engine will use flywheel part #14088646.
- B.** Steel scatter shield/bell housing mandatory. A minimum 2" inspection hole is required.
- C.** Any stock OEM manual transmission may be used. Must have all gears working and working from drivers' compartment. No modifications of any kind allowed (lighting, cutting, rem polish etc.) No automatic transmissions allowed.
- D.** Any magnetic steel only driveshaft allowed. Driveshaft must be painted white. Must have two (2) drive shaft loops made of 2" wide by 1/4" steel. Drive shaft loops must be installed behind front u joint and in front of rear u joint.
- E.** Rear ends may be floaters, conventional quick change (minimum 10" ring gear), OEM, straight rear, or Ford 9". All rear ends must be locked. A spool is mandatory. Steel magnetic axles only. No cambered rears allowed. Gear rule may apply.
- F.** No carbon fiber or titanium parts allowed
- G.** Steel or aluminum drive plates only.

Fuel:

- A.** Fuel cells are mandatory, maximum 22 gallons. Must be approved by NHSTRA officials. The fuel cell must have a minimum of 8" clearance from the track at its lowest point. Fuel cell will be no more less than 14" from centerline of rear axle to front of fuel cell. Must have a roll over check valve ball in fuel cell or fuel vent line. Fuel cell must be enclosed in a 20-gauge magnetic steel container. There must be a a metal frame under the fuel cell with a minimum of three (3), 1"x1" magnetic steel box tubing. The top of the fuel cell must be mounted securely with four (4) 1 1/4"x 1/8" thick metal straps with two (2) going in each direction. A bladder cell is highly recommended.
- B.** Fuel shut off valve with clearly and neatly labeled On/Off positions, and easily accessible to emergency workers or a Oberg SV-0828 fuel line safety check valve is required.
- C.** No fuel lines allowed inside driver's compartment.
- D.** All cars must have a fuel cell bar. The bar location will be under the back of the car and behind the fuel cell. The bottom of the bar must extend at least 1" below the lowest point of the fuel cell and a minimum of 24" wide and 1 3/4" .090 tubing. A 1 3/4" brace must be welded at each end of bar. It is highly recommended to put a 1 3/4" vertical upright in the middle.
- E.** All fuel pumps must be in stock OEM location. No electric fuel pumps allowed.
- F.** The only fuel permitted is Sunoco GTX 98 octane or Sunoco 110 octane. It is recommended but not mandatory to purchase Sunoco fuel directly from the track as it will be tested randomly, and track fuel will be referenced. No alcohol, methanol, nitrous oxide, or ANY other additive may be used. Pump gas not allowed.
- G.** Steel or aluminum fuel filter only.

Headers/Mufflers/exhaust:

A. Headers must be street type chassis headers or conventional up and over. All four (4) primary tubes must exit into one (1) collector for the left side of engine and one (1) collector for the right side of engine. No merge collectors or pyramid collectors. No ceramic coating or any other exotic coatings. 3" or 3 ½" collector allowed. Balance tubes allowed.

B. Mufflers are required. All cars must meet mandated 96 db and WILL be enforced. One (1) muffler for each header collector or two (2) into one (1) allowed after the collector. Mufflers must be in good working order and securely mounted.

C. All exhaust pipes must exit behind the driver under the car with turn downs or exit out the rear of the right door. All exhaust that exits out the door must have a box mounted to the door for the exhaust and will exit at least 1" inside the box.

Engine Location:

A. Engine must be located so that front spark plug hole is even with or ahead of a line projected between both front upper ball joints.

B. Engine to be centered in chassis.

C. Minimum crankshaft height is 10" when measured from center of crankshaft to the ground.

Engine/Weight:

602 Crate Engine (Bottle Cap sealed only):

2700lbs. – Maximum 56.0% left side before Heat and Feature. If cars are not weighted before the Heat and Feature cars will have a 1lb per green flag lap tolerance.

A. 88958602/19258602 GMR 350/350 Circle Track Engine. All engine seals must remain intact and un-tampered with at ALL-TIMES. If an engine sustains internal damage or wear that requires the removal of GM factory installed seal, the engine has then served its life and must be replaced. Only modification allowed is a racing oil pan with matching p/u assembly, utilized in factory form without modifications.

B. Holly #80541 HP 650cfm 4-barrel carburetor. Must remain unaltered and meet all tech gauges. Only modifications allowed are jet change, and power valve change.

C. Only an unaltered one (1) piece spacer, maximum one (1) inch in thickness may be installed between the intake manifold and the carburetor. Outside configuration of the spacer must conform to the base of the carburetor. Only two (2) paper gaskets, one (1) per side with a maximum thickness of 0.065" will be permitted.

D. Only one (1) paper air filter, with a maximum of 4" is allowed. No added air inlets to air cleaner area allowed.

602 re-built Crate Engine:

2750lbs. – Maximum 56.0% left side before Heat and Feature. If cars are not weighted before the Heat and Feature cars will have a 1lb per green flag lap tolerance.

A. 88958602/19258602 GMR 350/350 Circle Track Engine. No alterations, modifications, or change of internal parts, heads, or intakes allowed. Only modification allowed is a racing oil pan with matching p/u assembly, utilized in factory form without modifications and crate engine rebuild per GM manual #88958668. Compression ratio as built is 9.12 to 1 and must not be altered.

B. Holly # 80541 HP650cfm 4-barrel carburetor. Must remain unaltered and meet all tech gauges. Only modifications allowed are jet change, and power valve change.

602 re-built Crate Engine Cont.

C. Only an unaltered one (1) piece spacer, maximum one (1) inch in thickness may be installed between the intake manifold and carburetor. Outside configuration of the spacer must conform to the base of the carburetor. Only two (2) paper gaskets, one (1) per side with a maximum thickness of 0.065" will be permitted.

D. Only one (1) paper air filter, with a maximum of 4" is allowed. No added air inlets to air cleaner allowed.

603 two (2) barrel or four (4) barrel option:

603 option will be reviewed at the end of 2021

2800lbs. – Maximum 56.0% left side before Heat and Feature. If cars are not weighted before the Heat and Feature cars will have a 1lb per green flag lap tolerance.

A. 88958603 GM ZZ4 as manufactured, No alterations, modifications, or changes of internal parts, heads, or intakes allowed. Only modification allowed is a racing oil pan with matching p/u assembly, utilized in factory form without modifications and crate engine rebuild per GM 88958668 manual. The replacement Mahle 0.020 & 0.030 crate engine replacement piston is allowed. Compression ratio as built is 10.1 to 1 and must not be altered.

B. Holly 4412 500cfm two-barrel or Holly #80541 HP 650cfm 4-barrel carburetor. Must remain unaltered and meet all tech gauges. Only modifications allowed are removal of choke butterfly and shaft, jet change and power valve change.

C. Only an unaltered one (1) piece spacer, maximum one (1) inch in thickness may be install between the intake manifold and the carburetor. Outside configuration of the spacer must conform to the base of the carburetor. Only two (2) paper gaskets, one (1) per side with a maximum thickness of 0.065" will be permitted.

D. Only one (1) paper air filter, with a maximum of 4" is allowed. No added air inlets to air cleaner area allowed.

Built Engine 70cc head:

2800lbs. – Maximum 56.0% left side before Heat and Feature. If cars are not weighted before the Heat and Feature cars will have a 1lb per green flag lap tolerance.

A. American made blocks only. No aluminum or soft metal blocks allowed. No LS engines. GM 350 c.i. Block only. No Ford or Chrysler engines permitted.

B. Any three (3) ring flat top piston or dished piston allowed. Pistons my not protrude above block deck. Maximum 0.040 overbore.

C. Stock OEM appearing correct dimension magnetic steel rods for block used. Stock length 5.7" maximum.

D. Any OEM 350 c.i. or OEM appearing crankshaft allowed. No lighting, undercutting, polishing, or knife edging of crankshaft. Stroke 3.480 to 3.500 is allowed. Maximum undersize of bearing journals is 0.030. All crankshafts will be 48 pounds minimum weight. Maximum retail cost of crankshaft will be \$1000.00 available to anyone/anytime.

E. Lifters must be solid or hydraulic and the correct O.D. (.842) for block used. No roller or mushroom lifters allowed. A maximum .460 cam lift when measured at the valve.

F. Roller rockers allowed. All rocker arms must be independent of each other. Stud girdles allowed. All engines must use 1.52 ratio rocker arm. No shaft rockers of any kind.

G. No gear drive or belt drive timing components allowed.

Aftermarket wet sump oil pans allowed.

H. Any stock cast iron production 70cc cylinder head may be used. World Products Inc part # 4350 or 4360 allowed. No grinding, beading, dipping, acid treating, hammering, peening, porting, honing, salting, angle milling, etc.

Built Engine 70cc head Cont.

- I. Edelbrock part #2101 or #2116 only two (2) intake manifolds allowed. All intakes must remain stock out of box. No modifications allowed.
- J. Holly 4412 500 cfm two-barrel carburetor. Must remain unaltered and meet all tech gauges. Only modifications allowed are removal of choke butterfly and shaft, jet charge and power valve change.
- K. Only an unaltered one (1) piece spacer, maximum one (1) inch thickness may be installed between the intake manifold and carburetor. Outside configuration of the spacer must conform to the base of the carburetor. Only two (2) paper gaskets, one (1) per side with a maximum thickness of 0.065" will be permitted
- L. Only one (1) paper air filter, with a maximum of 4" allowed. No added air inlets to air cleaner area allowed.

Build Engine:

2850lbs. – Maximum 56.0 % left side before Heat and Feature. If cars are not weighted before the Heat and Feature cars will have a 1lb per green flag lap tolerance.

- A. American made blocks only. No aluminum or soft metal blocks. No LS engines. GM 350 c.i. Block only. 358 is the maximum cubic inches allowed. No Ford or Chrysler engines permitted.
- B. Any stock cast iron production head may be used including cast iron vortex and cast-iron bow tie. No Dart, Turbo, or any other aftermarket cylinder head allowed. Large port vortex bow tie part# 25534371 not allowed.
- C. Flat tappet camshafts only, may be solid or hydraulic cam. No roller cams allowed. A maximum .450 cam lift when measured at the valve.
- D. Flap top or dished top pistons only. Pistons cannot protrude above block deck.
- E. No excessive machining of cylinder heads, block, or intake manifold.
- F. No angle milling of heads.
- G. Edelbrock 2101 or 2116 intake manifolds are the only two (2) intakes allowed.
- H. Carburetor allowed is a stock unaltered Holly 4412, 500cfm two (2) barrel, with choke horn. The only alterations allowed is removal of the choke butterfly along with its shaft. No Ultra (High-Performance) which alters the booster location or configuration of any Holly stock booster. Enlargement of idle holes in throttle butterflies are allowed.
- I. A stock unaltered Canton 85050 or 85060 spacer/adaptor with a maximum of two (2) .070- inch gaskets allowed.
- J. Only one (1) paper air filter, with a maximum of 4" allowed. No added air inlets to air cleaner area allowed.

604 two (2) barrel option (Bottle Cap Sealed Only):

2850lbs. – Maximum 56.0% left side before Heat and Feature. If cars are not weighted before the Heat and Feature cars will have a 1lb per green flag lap tolerance.

- A. 88869604/88958604/12496769 GM Fastburn 385/400 Circle Track Engine with all GM Factory installed seals, except racing oil pan with matching p/u assembly utilized in factory form without modification. Harmonic balancer can "Not" be changed.
- B. Holly 4412 500cfm two-barrel carburetor. Must remain unaltered and meet all tech gauges. Only modifications allowed are removal of choke butterfly and shaft, jet change and power valve change.
- C. Only an unaltered one (1) piece spacer, maximum one (1) inch in thickness may be install between the intake manifold and the carburetor. Outside configuration of the spacer must conform to the base of the carburetor. Only two (2) paper gaskets, one (1) per side with a maximum thickness of 0.065" will be permitted.
- D. Only one (1) paper air filter, with a maximum of 4" is allowed. No added air inlets to air cleaner area allowed.

ACT “Legal” Late Models

ACT option reviewed at the end of 2021

2800lbs. – Maximum 57.0% left side before Heat and Feature. If cars are not weighted before the Heat and Feature cars will have a 1lb per green flag lap tolerance.

ACT “Legal” Late Models must be 100% to the ACT Rule Book and must run the NHSTRA Hoosier F 70’s

Cooling: NO ANTIFREEZE ALLOWED.

- A. Aftermarket radiators allowed.
- B. Aftermarket belt driven water pumps allowed. Must be in OEM location.
- C. Must have an overflow tank/can. Overflow tank/can must have a line exiting the right front cowl or the right rear tail piece.
- D. Electric or mechanical fans allowed. Mechanical fan must be shrouded.

Electrical:

- A. All distributors must be H.E.I. No external coils or ignition boxes. No MSD boxes. All parts to make distributor function must be located under the distributor cap. 12-volt ignition only. No rev limiters.
- B. Starter must be in OEM location on the block and must always function.
- C. Aftermarket alternator allowed. Must be bolted to engine block.
- D. Only one (1) 12-volt battery allowed. Battery must be securely mounted outside drivers compartment and be protected by a nonconductive cover.
- E. All cars must have a battery kill switch located within reach of the driver and clearly marked ON/OFF.

Safety Equipment:

A. Driver’s seat:

- 1) Approved aluminum type designed for auto racing and constructed of 0.125” thick aluminum and adequately padded.
- 2) Right and left headrest required.
- 3) No fiberglass seats allowed.
- 4) Aircraft-quality hardware is required for attaching seat to structure. The seat structure (see seat diagram) must be securely welded to main roll cage.
- 5) Seat location must not protrude outside four (4) point upright or top cage halo.

B. Seat belts:

- 1) A quick release lap belt no less than 3” wide is compulsory. Both ends of the lap belt must be fastened to the roll bar cage with high quality bolts not less than ½” in diameter.
- 2) Shoulder harness must be no less than 3” wide and must come from behind driver’s seat. It is recommended that the harness pass through a steel guide welded to the roll cage that will prevent the harness from sliding from side to side. Shoulder harness may use 2” wide when utilized with proper combination of HANS device or similar head-neck restraint system.

B. Seat beltsCont.

3) A center (crotch) belt must be securely mounted to the lower seat frame at the bottom. Where the belts pass through the seat edges, the belt must have a grommet installed, be rolled and/or padded to prevent cutting of belts.

4) All seat belts and shoulder harnesses must connect at the lap belt with a quick release buckle.

5) Seat belts must be dated by manufacturer and must not be beyond 5 years after the manufacturer date.

C. Head and Neck restraints are highly recommended.

D. On board fire suppression system recommended.

E. All cars must have a fully charged fire extinguisher within drivers reach.

F. All cars must have an SFI window net properly installed on left front window opening and must have a clearly marked quick release. No string type nets allowed.

G. 4-inch mirror is allowed on the A-Post. **A rearview mirror or a radio is allowed. One or the other Not Both. Cars must declare which they are running on the driver's side upper corner of the windshield.**

Wheels and Tires:

A. Maximum 8" wide steel wheels only, measured bead to bead. Minimum weight per wheel is: 18lbs-5 x 5 14lbs-Wide 5

B. Wheel spacers allowed · Must have minimum 5/8" wheel studs and 1" lug nuts.

C. No tire softening, or conditioning of any kind permitted.

See the LMS tire rule.

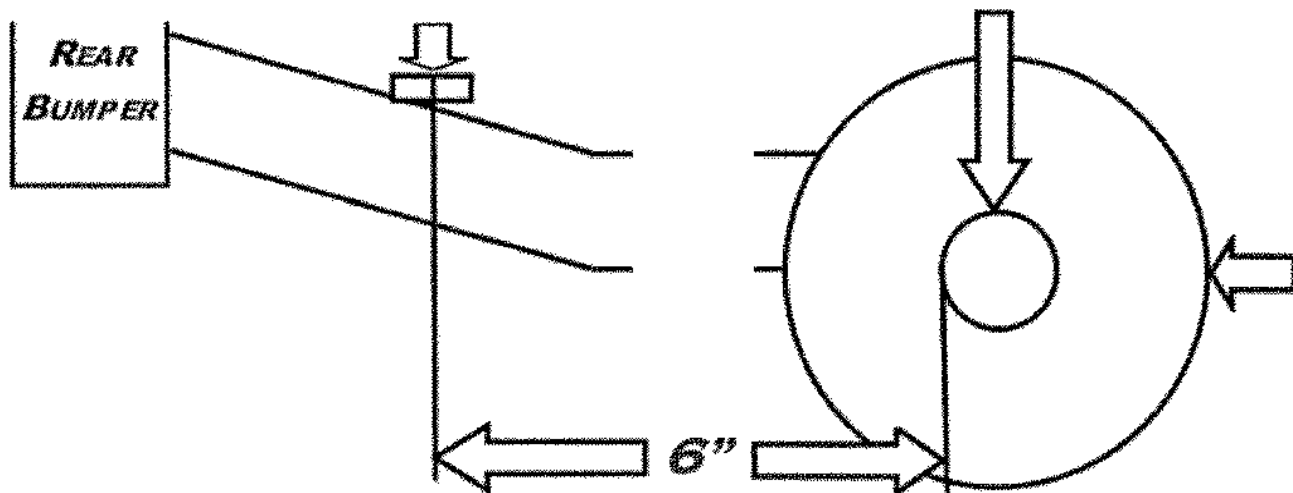
Transponders/Scanners/Electronics/Cellular Phones

A. All cars **MUST** be equipped with a transponder and must always be in operation during practice, qualifying, and features. If at any time your transponder isn't working, you will be black flagged off the racetrack

B. Scanners are mandatory. Each driver and/or spotter will be required to scan race control 454.0000 during practice, qualifying, and features. If at any time your scanner isn't working, you will be black flagged off the racetrack.

C. Cars will not be permitted to carry "ANY" on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, or digital readout gauges. Cellular phones are not allowed at any time. Go-Pros type devices must be approved prior to using by a NHSTRA official.

D. Transponder Mounting Location, transponder must be mounted in compliance with the diagrams provided below. It must be mounted in a vertical position and open to the track surface. The center of the transponder must be six (6) inches back from the rear edge of the rear end tube. Also, the bottom most part of the transponder should not be below the bottom most part of frame. The clearance from the racetrack to the bottom of the transponder should be as close to a maximum of Twelve (12) inches as possible



It is the responsibility of the competitor to read and understand these rules. If you have questions about any of these rules, please ask before building.

Any interpretation or deviation of these rules and/or procedures is left to the discretion of NHSTRA speedway officials. Their decisions are final.

If there is a rule that your car does not comply to Please Contact NHSTRA so we can see if there is a solution.

