

Sunoco Modified Rules and Regulations

1) Approved Models

Approved model bodies are listed in the NWMT Rulebook. Other models – both domestic and foreign steel passenger cars – may receive approval.

2) Weight

- a) All specified weight requirements will be with the driver.
- b) **The minimum total weight after the race will be 2550 lbs.**
- c) The maximum left side weight of all cars is 56% of total weight.
- d) Added weight must be magnetic steel or lead only, in block form, and weighing no less than five (5) lbs. per block (no pellets). Added weight must be securely bolted to the frame rail and painted white with the car number stenciled in black. No added weight will be permitted inside the driver's compartment. Weight must be welded in a box or attached with two (2) or more 7/16" diam. (minimum) grade 8 bolts and locking nuts.
- e) Nothing may be added to or taken from the car to make total or left-side weight. Gas, oil, or water may not be added.

3) Window Net

A commercially manufactured, SFI-rated, nylon window net must be installed in the driver side door window opening. It must be positioned to cover the entire window opening. Window nets may not be used beyond three (3) years from the date of manufacture or no older than the date of expiration. The window net must be rib type, made from minimum three-quarter ($\frac{3}{4}$) inch and maximum one (1) inch wide nylon material with a minimum one (1) inch and a maximum two and one-quarter ($2\frac{1}{4}$) inch square opening between the ribs. The minimum window net size must be 22 inches wide by 16 inches high. All window net mounts must be a minimum one-half ($\frac{1}{2}$) inch diameter solid steel rod on the bottom and a minimum one (1) inch wide by three sixteenths ($\frac{3}{16}$) inch thick flat steel or a minimum one-half ($\frac{1}{2}$) inch diameter solid steel rod on the top, with mounts welded to the roll cage. The window net must fit tight and be secured with a lever-type quick release latch. The lever must be secured by a detent ball in the lever and may be supplemented by Velcro® fastener only – pins or clips are not permitted. The latch must mount at the top in the front to roof bar (#3) and release from the inside.

4) Windshield

- a) A flat windshield is required, per the NWMT Rulebook, made of a minimum of one eighth ($\frac{1}{8}$) inch polycarbonate, that extends from the left A-pillar to the #4A center windshield bar and from the roof to the cowl. A minimum of three Dzus type fasteners must be used on each of the four sides.
- b) Modified may run a left side vent window only. The window can be 1/8" Lexan. It must be fastened with Dzus style fasteners (non-wing style) to the roof A-pillar and top of the left door. It cannot make the left window opening for the driver any smaller. It must meet Thompson Speedway Officials approval.

5) Rear View Mirror

One (1) single image 8" x 2" rear view mirror mounted in the center of the upper windshield is permitted. If you use a head and neck restraint system, you may run a 14" x 2" mirror. A three-inch (3") spot mirror is permitted. Oversized mirrors may be blacked out using paint only, to obtain the correct size allowed.

6) Doors

- a) All door panels must be made of magnetic sheet steel or aluminum. For additional specifications see the NWMT rulebook.
- b) A magnetic steel anti-intrusion plate made from a minimum thickness of .080 must be securely welded to the outside of the left side door bars. The anti-intrusion plate(s) must fill the area between the horizontal centerlines of the top and bottom door bars, and vertical centerlines of main roll bar, and the left front roll bar leg. The plate(s) must be formed to match the curvature of the door bars. Individual plates, if used, should be made as large as possible. All plate(s) must have the corners fastened / welded. To facilitate emergency removal of the left side door bars, the anti-intrusion plate(s) must have six (6), 2-1/8 inch diameter holes cut in the anti-intrusion plate, with three (3) holes forward of the front vertical supports and three (3) holes rearward of the rear vertical supports in the following locations: The upper two (2) holes must be centered vertically between the left side door bars, at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support. The middle two (2) holes must be centered vertically between the left side door bars, at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support. The lower two (2) holes must be centered vertically between the left side door bars, at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support.

7) Quarter Panels

- a) All quarter panels must be made of magnetic steel or aluminum. For additional specifications see the NWMT rule book.
- b) Interior sheet metal: The rear center panel (over the fuel cell) must be made of magnetic sheet steel, 22 gauge, .031" thick, with a minimum width of 28", and must extend from the rear vertical panel forward to the #7 roll bar, per the NWMT Rulebook. For additional specifications see the NWMT Rulebook.

8) Hoods and Roof (Letter C)

- a) All roof panels must be made of magnetic sheet steel. For additional specifications, see the NWMT Rulebook.
- b) Roofs and roof posts must be fastened for quick removal with Dzus-type fasteners.
- c) A two (2) piece fiberglass roof with an anti-intrusion plate installed above the driver's head will be allowed. The plate must be secured with eight (8) Dzus-type fasteners and be a minimum of 1/8 **aluminum** and 20" long. Fasteners must be strait blade type and be able to be removed from the outside top of the car when the roof is removed to extract the driver. Please see Exhibit 4.

9) Panning:

Absolutely no panning! No metal, lead, or other material can be used to seal off the bottom of the chassis to the track. A lead tray is allowed to the right of the driver but can't extend beyond the right-side frame rail, no further back than the main cage, and can't extend forward under the transmission. Any lead extending beyond the pan should be in block form not a sheet. Skid plate may cover engine oil pan only!

Max RPM is 6500

10) Motor

Crate Engine Inspection Policy

Within the guidelines of utilizing the 'Crate'-Race engine options for all competitors are subject to a zero-tolerance policy of inspection and conformability to all guidelines as specified by the manufacturer. If in the event any team is considered in question as to the productivity of

performance from a 'crate' powered engine, that engine will be susceptible to the following inspection process without protest. Failure to adhere to any action taken by Thompson Speedway officials will result in immediate disqualification. At the conclusion of any race event Thompson officials reserves the right to require any team to remove the engine in complete form and turn over possession to appropriate officials for inspection purposes to be determined by officials. Engine will be susceptible to Dyno testing and/or engine tear down for complete inspection to determine total legality to factory produced complete form. **In the event ANY part within engine is found non-conforming, the entire engine will become the possession of PASS-ACT without claim or dispute.** An additional \$1,000.00 fine will be assessed to violating team before next event in which said teams attempts to compete.

a) **2550 Lbs. PASS ACT sealed Bottle Cap 604 P/N 88958604**

This is the PASS ACT sealed Bottle Cap Crate delivered straight from GM and has been sealed with PASS seals by LCM racing Engines. The motor must remain as delivered with all stock parts to include the Harmonic balancer and a 6-1/2" oil pan Moroso 21315 or equivalent steel pan with pick up. The engine will go through a break in process to include dyno time with brake in oil, get its first oil change, valve adjustment, and timing mark correction if needed before delivery.

These engines will have a claim option to any competitor in competition that day for the same value as the purchase of a new motor. The claimed motor will be the price on that day and will come as delivered from LCM Racing Engines. No Carburetor, Distributor, clutch assembly, front drive pulleys or fuel pump are included in the claim option.

A Bottle cap 604 that is not sealed with PASS seals will be permitted to run with an added 50lbs but must retain all Bottle Caps and specs of a bottle cap sealed motor.

Absolutely no rebuilding or freshening of crate motors permitted.

b) **SK Legal Built or Spec engine Option**

2645 after the race

Max RPM of 6800 with MSD # 8727CT or MSD # 8728 External RPM limiter Box or max gear of 4.42

11) Carburetor

- a) HP Series 4 brl 650 Carburetor (p/n 80541-1,-2 or-3) Stock! Unaltered carburetor. For all crate engines. The only things that can be altered or changed are the Jet sizes (jet extensions are ok), power valve, and top bleeds.
- b) Booster# 45R-312.
- c) Metering block #11978.
- d) Accelerator pump Assy #34R-12684B.
- e) Carb Bowl #34R-12682B.

12) Carburetor Spacer

The Maximum height spacer is 1" with no tapers. One gasket per side, maximum gasket thickness of .075" permitted. Additional openings for the induction of air is not permitted. All spacers must be approved by Thompson Speedway Officials.

13) Carburetor Air Filter

- a) Only a round dry type of paper air filter element maintaining a minimum 12 inches and maximum 14 inches' diameter will be permitted. The air filter element must maintain a minimum of one and one half (1½) inches, maximum five (5) inches in height. All air must be filtered through the element.
- b) Only round metal filter housing will be permitted. The top and bottom of the air filter housing must be solid with no holes. A maximum of one (1) inch lip will be permitted from the air filter element to the outer edge of the air filter housing top and bottom. The air filter housing carburetor 18 mounting ring must have only one (1) round hole a minimum of five (5) inches in diameter. It is permissible to attach a shield to the front area of the air filter housing up to a maximum of one half of the air filter circumference. The shield must not be higher than the height of the air filter element. The air filter housing metal top and bottom must be of the same diameter. The air filter housing must be centered side to side and set level on the carburetor. No air induction, ducts, baffles, tubes, funnels or anything else which may control the air entering inside of, or between the air filter and carburetor. No plastic air filter housings or parts.
- c) The bottom of the air filter element must measure within one (1) inch of the carburetor's top flange. A spacer may be used between the carburetor and the air cleaner so long as the one (1) inch specification is not exceeded.
- d) No portion of the hood may be higher than the bottom of the air cleaner.

14) Ignition System

Option-1

- a) An OEM type HEI distributor must be used. The distributor must have stock-type housing, must be equipped with an OEM style magnetic pickup, module, or circuit board, be gear driven, and be mounted in the stock location. Billett distributor housings are permitted. Single or dual point camshaft driven distributors are permitted.
- b) Only one ignition coil is permitted and must be mounted on the engine side of the firewall.
- c) Electronic firing module amplifier box is not permitted.
- d) Computerized, multi-coil, dual electronic firing module box or crank trigger systems are not permitted.
- e) Magnetos are not permitted.
- f) Adjustable timing controls are not permitted.
- g) Retard or ignition delay devices are not permitted.
- h) Mandatory MSD # 8727CT or MSD # 8728 External RPM limiter with the violet wire cut back flush to the unit's housing, with the green and the white wires running directly to the coil negative, mounted on the engine side of the firewall in plain view.
- i) Accessories to regulate the power supply are not permitted.
- j) The tachometer wire must run from the distributor to the tachometer along the #8 dash bar separate from any other wires and in unobstructed view for inspection. The tachometer wire must be isolated from any other wires, connection, or devices. The entire length of the tachometer wire must be visible from distributor to gauge.
- k) The Vacuum advance unit may be replaced with a manual non-electronic timing adjuster that does not extend more than two inches beyond the distributor housing.

Option-2

All wiring must be sealed. No unplugged wiring. All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver. All wires to the distributor must be run separately and not part of a larger loom or harness. Rev dials must be pointed toward the passenger side window away from the driver.

- a) All ignition systems must be acceptable to Thompson Officials.

b) Ignition box options: Fast Crain Box, or JMS CD-1 Super Speedway ignition systems. NO EXCEPTIONS

- c) The distributor must mount in the stock location and maintain the same firing order as a factory produced engine for the make and model car being used.
- d) No crank trigger ignition systems permitted.
- e) No adjustable timing controls permitted.
- f) No digital RPM or telemetry readers

This will be the preferred ignition system going into the future and we encourage all competitors to look into changing over to JMS ignition system.

15) Alternator

A functioning 12-volt single alternator system is optional. 16-volt or higher alternators NOT ALLOWED.

16) Starter

Only a stock type starter is permitted. It must always be in stock position and operative.

17) Battery

One (1) 12-volt Gel or Glass Mat type battery with a minimum weight of 17 lbs. is mandatory. The battery must be located between the frame rails under the hood or the floor of the car. If located under the floor, the battery must be completely encased, if located under the hood the battery must have a suitable cover. The battery must not be forward of the radiator or rear of the rear end housing of the car. The battery location must be acceptable to TSMP Officials.

18) Engine Cooling System

Only water or Water Wetter-type additives may be used in the cooling systems. No antifreeze allowed.

19) Water Pump

A steel or aluminum, OEM-type mechanical pump must be used. Modification of stock impellers are not permitted. Any serpentine, cog or V-belt pulley system is permitted.

20) Exhaust Pipes/Headers/Mufflers

- a) Headers are permitted. Headers must be commercially manufactured.
- b) 180-degree headers, Tri-Y headers and Multi merge headers are not permitted.
- c) The header flange must mount directly to the cylinder head with no spacers between the flange and the cylinder head. A maximum header flange thickness of ½" is permitted.
- d) Inserts are not permitted in any part of the header or collector. Only one collector allowed per side. Crossover and pyramid type collectors are not permitted.
- e) Exhaust pipes must come out of the engine at cowl and must extend a minimum of 6" rearward past the cowl. The right exhaust pipe may run beneath the car but must turn down and out toward the bottom of the right-side frame rail.
- f) Mufflers are mandatory. Unaltered 3-1½" x 10" mufflers are required. Modifications or repairs of any type are not permitted on the muffler. Both muffler flanges must be intact. Mufflers must be removable for inspection.
- g) Thermal wrap is not permitted anywhere on exhaust system.
- h) Only one muffler and exhaust pipe allowed per side. Exhaust pipe ends must be turned down to track.

- i) The exhaust system is subject to approval by Thompson Speedway Motorsports Park Officials.
- j) Interior coatings are permitted.
- k) Race teams are responsible for the condition of their mufflers. Mufflers found to have deteriorated baffles due to rust/rot will be treated the same as if they were modified. Your mufflers must be in good condition and have complete baffles.

21) Engine Drive Train, Flywheel and Clutch

- a) A 7-1/4" two-disc clutch with an SFI rated 153 tooth steel OEM type ring gear/flex plate that weighs a minimum of 4.1 pounds may be used in with the 604 Modified engine.
- b) Optional stock type clutch rule: A Stock OEM dimension 153 tooth steel flywheel and a minimum 10" steel clutch and pressure plate may be used. OEM type steel pressure plate and steel disc only. Solid type discs only, no paddle or button type discs. Drilling or lightening of any part is not permitted. Magnetic steel bolts only. Flat surface machine is allowed only on the face of the flywheel, any cutting on the back side of the flywheel will deem the part illegal.
- c) Drilling or lightening of any part is not permitted.

22) Bell Housing

Only a commercially manufactured magnetic steel bell housing may be used. The bell housing must enclose the flywheel 360 degrees with minimum 3/16" inch magnetic steel. Any modifications you make to the bell housing must be done with 3/16" steel and welded in place (no bolt on pieces). A commercially manufactured bell housing (like the Quarter Master #008110440) with a bolt on bottom cover may be used. An opening no larger than 3 1/2 x 4 inches may be used for throw out bearing access. This hole may be covered with sheet metal.

23) Transmission

- a) OEM production 3-speed cast iron transmissions may be run, and the only modification allowed is the tail shaft bushing may be replaced with a needle type bearing. No other modifications of any kind permitted.
- b) OEM Cast iron, aluminum or magnesium 4-speed transmissions may be run, and the only two modifications allowed are:
 - i) The removal of first gear.
 - ii) The tail shaft bushing may be replaced with a needle type bearing. No other modifications, such as, lightweight parts or added machining are allowed.
- d) The Richmond 2-speed transmission may be run, with only the following 3rd gear options allowed: 1.2250, 1.3391, 1.4588, 1.5956, and 1.7442. The dog rings inside the Richmond transmission may be replaced with aftermarket ones.
- e) No modifications or options are allowed to the base Richmond 2-speed. Any lightweight parts, added machining, or special bearing upgrades are not allowed.
- f) The Jerico 2 speed (part# 2SP) transmission may be run, with only the following 3rd gear options allowed: 1.2250 to 1.7100.
- g) No modifications or options are allowed to the base Jerico 2-speed. Any lightweight parts, added machining, or special bearing upgrades are not allowed.
- h) OEM Stock cast iron, aluminum or magnesium transmission housings, or the Magnus part number MRPSA-1009 housing are permitted. The OEM Stock transmission side covers must be used.
- i) All forward and reverse gears (except the ones that have been legally removed) must be in working order, and they must be operational from the driver's compartment with mechanical linkage.
- j) The shifter and all its components must be made of steel or aluminum.
- k) No coatings allowed.

- l) No polishing, welding, machining, drilling, lightning or use of any type of coatings is allowed.
- m) High ratio must be 1 to 1.

24) Rear Axle

- a) Only aluminum or steel quick change and non-quick change center sections with a 8" or 10" ring gear equipped with aluminum or steel side bells will be permitted.

NOTE: 25lbs Weight Break for Cars with Quick Change Rear-End

- b) One-piece full floating magnetic steel rear axles are mandatory. All axles must be a minimum of 7.00 pounds while still maintaining a 1.115-inch manufactured outside shank size. Axle splines must be straight cut, not crowned. Crown type axle splines will not be permitted.
- c) Spools will be the only differential allowed. No limited slip or ratchet type differentials.
- d) Thermal coatings are not allowed.
- e) For the purpose of checking a pre-determined final drive gear ratio, when jacked up both rear wheels must rotate in the same direction with each traveling the same rotational distance.
- f) Cambered rear axle housings or other cambered components will not be permitted.
- g) Only aluminum or steel drive plates, the same thickness on the left and right side will be permitted. The drive flange splines must be straight cut, not crowned.

25) Tires

- a) Hoosier Tire East of Manchester Connecticut will be the sole supplier of tires for the Modified Division. Their contact information is listed in the "General Rules" section above.
- b) Thompson Speedway Officials may confiscate and/or impound tires at any time for inspection.
- c) A participant competing in any race at Thompson Speedway specifically agrees that he/she acknowledges it is illegal to soak or treat racing tires and that said soaking or treatment of racing tires is against EPA regulations and further contains carcinogens and hazardous material which are unfit for his/her health and the health of all competitors and spectators. Any participant found violating the rule is subject to suspension.
- d) Thompson Speedway will announce the number of tires available to teams in advance, using an event information form. Thompson Speedway competitors are required to register tires for each event. Tire registration form must be submitted to Thompson Speedway designated tire coordinator a minimum of 30 minutes prior to post time.
- e) Participants are responsible for competing on tires that satisfy all the above rules. Tire samples may be taken at any time to be analyzed by an independent testing laboratory that has been approved by the respective tire manufacturer. The participant's samples will be compared with control samples provided by the tire manufacturer. Any tire samples that are found to not match the factory control sample will be deemed illegal and the participant will be subject to the penalties outlined above.

26) Coil Over Shocks and Springs

- a) All shocks are subject to Thompson Speedway Official's approval.
- b) Double adjustable shocks and remote adjustable shocks are not permitted.
- c) Shocks with a published racer's net price greater than \$440.00 are not permitted. Approved shocks must be within the price limit in their complete on-car form, less any separate coil over kits or parts.
- d) Only coil spring suspension will be permitted. Springs must be magnetic steel.
- e) The suspension and coil springs at all four (4) wheels must be active and permit suspension movement in compression and rebound. All downward chassis movement while the race vehicle 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.
- f) Any device or procedure that in the judgment of TSMP Officials attempts to detract from or compromise the above will not be permitted, including "coil-bind". Any type of chassis travel limiter,

used in compression or rebound, will not be permitted. All coil springs must not be colder than ambient temperature.

- g) A maximum of two full (360 degree) spring rubbers in each coil over spring is permitted.
- h) Shock/Coil over boots or bags are not permitted.
- i) Coil over springs must mount to the lower A-frames.
- j) Strut bars will not be permitted for mounting of coil over front springs.
- k) Coil over springs must be manufactured from one solid piece of heavy-duty magnetic round steel (flat or oval wire is not permitted) and must be constructed with both coil ends closed and ground. One inactive coil on each end of the coil spring is permitted.
- l) Only one (1) spring per wheel will be permitted.
- m) Coil springs may be coated but coating thickness and material must be acceptable to TSMP Officials.
- n) All active coils of the spring must have the same coil spacing, same wire diameter, and same inside and outside diameter. The first and last coils may be different due to having closed and ground ends.
- o) Progressive or digressive rate springs will not be permitted.
- p) Front coil must be a minimum of 6" in free height. Rear coil must be a minimum of 8" in free height.
- q) Cars will be inspected using one & one (1½") ramps and will be pushed and held down by 3 crew members.

27) Bearings and Hubs

- a) Front spindles must be linked to frame per NWMT rulebook using approved tethers.
- b) Oil filling of any spindles, wheel bearings or hubs is not permitted.

28) Track Width Requirements

- a) All cars must maintain the following track width requirements. A minimum front and rear track width of 82 inches and a maximum of 83-3/4 inches will be permitted. The track width will be determined by measuring the left outside wheel (rim) bead surface to the right outside wheel (rim) bead surface at spindle height.
- b) Aluminum or steel spacers will be permitted to utilize the maximum allowable track width. Spacers must be acceptable to TSMP Officials.

29) Ground Clearance Requirements

The frame rail and sheet metal ground clearance is a minimum of two (2) inches. All ground clearance requirements are measured with the driver in the car. Team members are not allowed to work on cars without approval from an official. This includes but is not limited to adjusting or manipulating the car's ride height by pushing down or lifting on any part of the car.

30) Brake Components

- a) Four-wheel disc brakes are mandatory. Only magnetic cast iron or cast steel, round, circular rotors are permitted. Only metal brake calipers will be permitted. Drilled, slotted, or grooved rotors are not permitted. Only factory dust cleanouts are permitted. Dust cleanouts should not exceed .038 in depth. If the dust cleanout exceeds .038 in depth, the rotor will be deemed illegal. The brake rotors must be bolted to the hubs. Floating brake rotors will not be permitted.
- b) Only single stage master cylinders are permitted.
- c) All rotors and brake components are subject to Thompson Speedway Officials' approval.

31) Brake Cooling

Electric blowers are not permitted for cooling purposes in brake duct systems. Additionally, electric blowers are not permitted anywhere on the car for cooling (i.e. brakes, rear end, etc.).

32) Fuel Specifications

- a) The only approved fuel is Sunoco Standard or Supreme.
- b) Several testing procedures will be utilized to ensure that all racers use the approved fuel. Fuel samples taken must exactly match all the manufacturer's printed specifications, or penalties may result.
- c) Icing or cooling of the fuel system is not permitted in the garage, pit, or paddock areas.
- d) Gasoline may be tested and certified at any event through the application of various chemical analyses as considered appropriate by officials. Gasoline may be checked before, during and after racing events.
- e) Nothing may be placed in the fuel line except a standard fuel filter. The use of any type of fuel catalyst or other fuel-altering device is prohibited.

33) Fuel System

See NWMT Rulebook

34) Fuel Cell

Must meet specifications with a fuel cell bladder made of a material that returns to its original size and shape after deformation. Rotational molded bladders are not permitted. It is highly recommended that the fuel cell bladder be no more than six (6) years old. Competitor must provide bladder model, serial number and date(s) to Thompson Speedway Officials before competing. If a gas cap is used it must be painted white with the car number on it for identification. The minimum requirement for approved fuel cells at Thompson Speedway is as follows: ATL Super Cell "100" FB1 Series Bladders. (Note: the complete cell will be the SU1Series), and the Fuel Safe Sportsman Cell (SM Series). Any cell that is rated above these cells (ATL 200 & 500 series), and the Fuel Safe Pro Cell (PC Series), will also be approved for competition at Thompson Speedway.

35) Fuel Cell Container Installation

See NWMT Rulebook

36) Fuel Filler & Vent Requirements

See NWMT Rulebook

37) Fuel Line Shut Off Valve

An Oberg fuel line safety valve (part #SV-0828) shall be installed near the fuel cell so a visual inspection of the valve may be performed by removing the body panel above the fuel cell. It should be securely mounted in the fuel line per the manufacturer instructions.

NOTICE: Competitors are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner driver or crew members) in a manner designed to minimize to the degree possible the risk of injury to themselves and others. All cars are required to have a functioning onboard fire system or extinguisher with appropriate mounting brackets.

38) Roll Bars

- a) The door bars (#9 A & B), on both the left and right sides, must have a minimum of four (4) bars equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1) and the front roll bar legs (#2 A & B). The top door bar on each side must maintain a minimum vertical height of 15-1/2 inches from the top of the main frame rails to its centerline and match up with the intersection of the dash panel bar (#8) at the roll bar legs (#2A & #2B) at the front and the intersection of the horizontal shoulder bar (#7) at the main roll bar (#1) at the rear. All door bars must be convex in shape. The door bars (#9 A & B) must have a minimum of six (6) vertical supports per side with two (2) equally spaced between each door bar. These supports must be made from a minimum of one and three-quarters (1 ³/₄) inches by 0.090 inch 25

wall thickness magnetic steel seamless round tubing (not numbered but shown in the left side view of diagram #3). Right side door bars must cover a minimum of 25 inches of door length and may be either four (4) horizontal bars with six (6) vertical studs or two (2) horizontal bars and two (2) bars configured in an X design. If the X design is used, a vertical bar must connect through the center of the X from the top horizontal bar to the frame.

- b) A 13 gauge (0.0897 inch thick) magnetic steel anti-intrusion plate(s) must be securely welded to the outside of the left side door bars. The anti-intrusion plate(s) must fill the area between the horizontal centerlines of the top and bottom door bars, and vertical centerlines of main roll bar (#1), and the left front roll bar leg (#2A). The plate(s) must be formed to match the curvature of the door bars. Plate(s) welded between the vertical upright bars should be as large as possible. All plate(s) must have the corners welded with one (1) inch of weld followed by a maximum of three (3) inches of surface not welded and followed again by a minimum one (1) inch weld. To facilitate emergency removal of the left side door bars (#9A), the anti-intrusion plate must have six (6), 21/8 inch diameter holes cut in the anti-intrusion plate, with three (3) holes forward of the front vertical supports and three (3) holes rearward of the rear vertical supports in the following locations: The upper two (2) holes must be centered vertically between the left side door bars (#9A-1&2), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support. The middle two (2) holes must be centered vertically between the left side door bars (#9A-2&3), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support. The lower two (2) holes must be centered vertically between the left side door bars (#9A-3&4), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support (see Diagram #9A in NWMT Rulebook).
- c) All cars must have a foot protection bar acceptable to Thompson Speedway Officials installed on the left side of the roll cage. The foot protection bar must be located at, or in front of, the pedal assembly, when viewed from the side and above. The foot protection bar must be completely welded to the left front roll bar leg (#2A) and extend forward and be completely welded to the main frame rail or front sub-frame.

For more information, please contact:

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www.thompsons Speedway.com