

1. Confirmation that plastic wrap on tires as a rules violation, is deleted.

The purpose of this confirmation is to ensure that we aren't trying to disqualify a family for no "real reason". Tire durometer testing and possible chemical testing is at the tech directors disposal, to address any "tire doping"

2. All Quarter Midget Classes: Change: maximum track width from 34" to 36", minimum 28".

3. WORLD FORMULA: Light class now 290 lbs. Heavy Class 340 lbs.

The intent of this change is to create consistency in light and heavy classes.

Driver weights had already been addressed in previous weight and rule changes.

4. Jr. Half midget class: Clarify / Change to 50" wheelbase, and 28" inch minimum track width 36" Maximum.

The intent of this rules clarification is to eliminate ambiguity in previous changes as well as to keep the integrity of the class as intended for our older age drivers having a level playing ground to compete on.

5. 90 minute time limit to be imposed at "Grands" or "National" level events for engine to be presented to, and available for tech inspection after completion the class race.

Tech Director discretion to apply this rule to local events. (pit meeting announcement recommended, as well as reminder announcement when identifying finishing orders and impound positions)(large car count events) Class DQ is penalty for non-compliance.

The intent of this rule is to avoid the "waiting until midnight to complete the tech process", the need for volunteers in the tech portion of our organization is paramount to fairness and the need to keep this from "being all at once" is the way to accomplish that.

6. Jr. 160 class: UT1, UT2 & UT3 160 engines legal to run in class. BLUE RESTRICTOR PLATE REQUIRED. ONLY BE65B, BE65Q or BE54D 160 CARBURETOR ALLOWED. ALL 160 ENGINE SPECS REMAIN UNCHANGED.

7. JR. STOCK - DELETE REQUIREMENT OF EXHAUST RESTRICTOR PLATE

- a. ANY 12V IGNITION SYSTEM ALLOWED (Eliminate required use of "points", but still can be used)**

The intent of this rule change is to improve and increase the members ability to use a "stock class" engine in the mod class and utilize a "Mod engine" in the stock class, by changing carburetor and intake manifold only.

Allowing "electronic" ignition in the stock class will make the engines start easier, speeding up the race day as well as an improved experience for handlers.

The performance level of these engines will not be dramatically effected as a result of this change, (stock engine class will speed up to a very slight degree)