

2024 DIRT GRAND NATIONALS OF WISCONSIN RULES

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

*****BECAUSE OF NEW TECHNOLOGY, SOME THINGS MAY NOT BE COVERED BY THESE RULES. BEFORE PURCHASING ANYTHING THAT FALLS INTO THIS CATEGORY, PLEASE CHECK WITH US FIRST*****

Table of Contacts

- 1. SAFETY EQUIPMENT**
- 2. FRAMES**
- 3. ROLL CAGES**
- 4. DRIVERS COMPARTMENT**
- 5. BODIES**
- 6. ENGINES: OPTION A/OPTION B**
- 7. TRANSMISSION & DRIVE TRAIN**
- 8. SUSPENSION & STEERING**
- 9. BRAKES**
- 10. FUEL & TANKS**
- 11. BUMPER & PROTECTION BARS**
- 12. WHEELS & TIRES**
- 13. ELECTRICAL**
- 14. WEIGHTS**
- 15. ELECTRONICS/MIRRORS**
- 16. TRANSPONDER**

DRIVERS MAY PARTICIPATE AT 16 YEARS OF AGE, MAY COMPETE AT AGES 14 OR 15 WITH RESUME APPROVED BY TRACK OFFICIALS AND INSURANCE PROVIDER.

All new changes or clarifications are in bold and underlined.

The 2024 rules will be locked in for the 2025 and 2026 seasons. If there is a safety concern or a change needs to be made to a rule, amendments can be made.

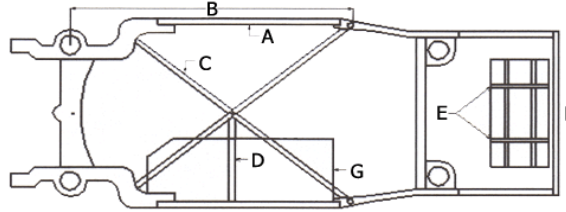
No titanium allowed anywhere on or in the racecar.

Anywhere the word "stock" appears refers to the "General Motors 1978 to 1988, 108" wheelbase, G-Body Metric car."

- 1. SAFETY EQUIPMENT: RULES APPLY AT ALL TIMES CAR IS ON TRACK.**
 - A.** Snell-rated SA2015 or SA2020 helmet required. NO "M" RATED HELMETS PERMITTED.
 - B.** Fire retardant roll bar padding **required** in driver's compartment.
 - C.** SFI-approved full fire suit required. Fire retardant gloves, shoes, **socks** and neck brace (or head and neck restraint) required. (Recommended: Fire retardant head sock and underwear.)
 - D.** High back aluminum racing seat MANDATORY.
 - a.) Seat must be bolted in with minimum of six (6) 3/8" Grade 5 or Grade 8 bolts.
 - b.) Mandatory, minimum four (4) bolts in bottom of seat, and two (2) in the back.
 - c.) Right and left seat head supports highly recommended if using head and neck restraint system.
 - E.** Driver's side window net is required, minimum 16 inch by 20-inch ribbon or mesh style and must be mounted to roll-cage with the release **at top front of window. Slider style must slide to rear of car to release.**
 - F.** Minimum three inch (two inches with head restraint system) wide SFI approved five-point safety belt assembly required. Must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old or as posted for expiration by the manufacturer.
 - G.** Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

2. FRAMES: 1978 to 1988 GM G-body metric frames only.

- A.** Frames must be X-ed; side rails must be plated where open.
- B.** Front cross member may be notched and plated for fuel pump clearance only.
- C.** Weight jacks or screw jacks allowed.
- D.** Frame rails behind rear spring pockets may be cut and fabricated.
- E.** Must have a minimum 108" (+ or - 1/2") wheelbase, measured center of hub to center of hub, maximum 1" difference side to side.
- F.** Upper control arm mount only may be notched for shock clearance.
- G.** No other improvements allowed except to repair rusted or damaged areas.

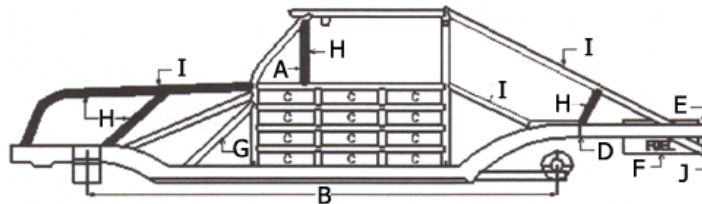


FRAME CONSTRUCTION GUIDELINES

- A.** Frame plating material (4" x 1/8") flat strip steel.
- B.** Roll cage main hoop set back 82½", measured from center of lower ball joint to back of main hoop tubing. No layback cages. Roll cage main hoop must be at a 90-degree right angle to main frame rails. No portion of the seat may extend beyond 80¾" from the left lower ball joint.
- C.** Mandatory X-brace. X-brace material must be one size and one type of material, no mixing. X-brace must tie into original frame, not frame plating. No flex joints.
- D.** Drivers compartment safety bar. Same material as X-brace.
- E.** Fuel cell safety straps. Minimum of four, 1" x 1/8" strap steel.
- F.** Tail section replacement. Minimum 2" x 3" x .095" square steel tubing.
- G.** Floor plate 1/8" steel plate, minimum width 20" at seat

3. ROLL CAGES: Four-point roll cage constructed of 1 3/4" x .095" wall steel round tubing.

- A.** One front and one rear cross brace, recommended height at 20". The main hoop behind driver must be cross braced.
- B.** Two passenger side and four driver side door bars, with driver side door bars plated and having two upright bars between each driver door bar **and frame**.
- C.** Wing window bar on driver's side mandatory; passenger side recommended.
- D.** Foot protection bar. Open areas may be plated for added safety.
- E.** Two front support bars must start at cross brace height at roll cage corners and extend forward to frame.
- F.** Four rear support bars must extend to frame, two starting at the rear cross brace at roll cage corners and two from the top corners of the rear cage hoop.
- G.** Halo bar must have one crossbar running either in front to back or diagonal made of 1-3/4" X .095" wall steel round tubing.

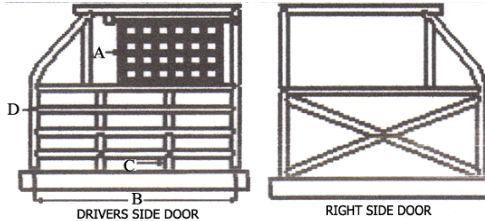


ROLL CAGE CONSTRUCTION GUIDELINES (B)

- A.** Wing window bar, mandatory.
- B.** Minimum wheelbase 108" (+ or - 1/2").
- C.** Mandatory safety plating, 1/8" steel minimum.
- D.** Stock frame from this point forward, **NO MODIFICATION OF REAR CROSSMEMBER FOR ANY REASON!**
- E.** Rear frame tail section to be a minimum 2" x 3" x .095" square steel tubing.
- F.** Fuel cell can mandatory. Minimum 22-gauge steel.
- G.** Foot area protection bar, mandatory.
- H.** Dark shaded bars may be 1½" x .065" wall steel tubing, all other tubing 1¾" x .095".
- I.** All cages must have these front and rear support hoops/bars.
- J.** Fuel cell guard to be a minimum 1¾" x .095" round steel tubing or optional 1½" x .065" square steel tubing.

4. DRIVERS COMPARTMENT:

- A. High back aluminum racing seat is mandatory. Seat must be bolted in with a minimum six 3/8" Grade 5 or Grade 8 bolts. Minimum of four bolts in the seat bottom and two in the seat back.
- B. A window net with release at the **top left corner is required. Slider style must slide to the rear of the car to release.**
- C. All roll cages must provide a minimum of two inches of clearance measured from the top of the roll cage to the top of the driver's helmet when driver is seated and belted in driving position.
- D. The center of the steering wheel must be padded and all roll bars that the driver could contact must be adequately padded.



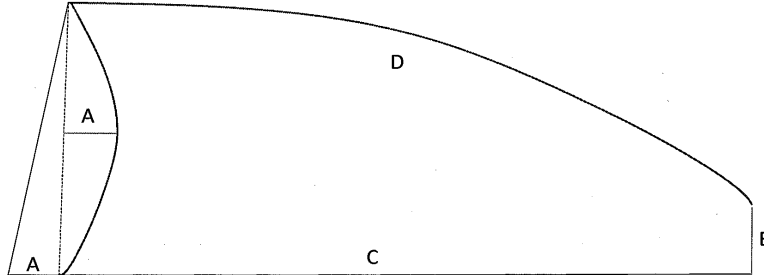
- A. Approved window net, mandatory
- B. Recommended door bar length, 44"
- C. 2 door bar uprights between each door bar **and frame**, mandatory
- D. 4 door bars evenly spaced on drivers' side, mandatory.

5. BODIES:

- A. Production passenger car.
 - 1) Car bodies must be 1960 or newer GM, AMC, Chrysler, Ford or US manufactured auto, pickups or station wagons. No convertibles allowed.
 - 2) Stock or aftermarket template.
 - 3) Straight-up style steel, aluminum or plastic front fenders, doors, rear quarters and trunk.
- B. The car, at its widest point including rub rails, may not exceed 78".
- C. Hood must be steel, aluminum or fiberglass and the back of the hood must be sealed down completely.
 - 1) Two and one-half inch (2 1/2") nonfunctional hood scoop allowed. Hood must be sealed.
 - 2) Absolutely no air induction of any type allowed.
 - 3) No holes in hood or hood scoops.
 - 4) Hood pins mandatory in hood and trunk.
- D. Sail panels must start at rear hoop and be solid, no holes. Same configuration on both sides. **See diagram.**
- E. Nose of car must look stock appearing and neat looking. No wedge type or late model noses. No wedge type bodies.
 - 1) Factory or aftermarket plastic nose and tail pieces are legal.
- F. Fiberglass **or factory stock** roofs only. No Late Model style roofs. No flat roofs. No aluminum roofs.
- G. Rear of car, fender to fender above bumper to be completely enclosed. Bumper cover must be sealed to rear deck and rear quarters.
 - 1) Rear quarter panel at rear of tire must be minimum 12" off ground, with a minimum 4" rake up to rear of quarter panel. No Late Model appearing rear quarter panels.
 - 2) No venting of any type permitted.
 - 3) Rear deck height maximum of 41".
 - 4) Maximum 6" slope from front firewall to tail. Must be a straight-line gradual slope starting at front firewall.
 - 5) **Body** must have a minimum 6" ground clearance.
- H. Rear quarter panels must be the same configuration on both sides.
- I. Stainless steel windshield screen must be no less than .063" for mesh larger than 1/2" or no less than .035" for 1/2" or smaller mesh (no larger than 1" mesh screen allowed) to cover entire opening with three upright braces top to bottom of 3/8" or larger solid rod.
- J. Spoiler allowed on rear of trunk lid not to exceed 6 inches base to tip and be no wider than 60 1/2" if using spoiler end plates.
 - 1) Spoilers not using end plates may have a width not exceeding the rear fenders.
 - 2) No wicker bills or any other air controlling devices.
 - 3) No fins, lips or rudders allowed.
 - 4) No forward-facing solid spoiler braces other than the following: maximum of (3) – 1-inch-wide strap style or 3/8" round, forward facing braces permitted.
 - 5) Spoiler end plates permitted. **If using end plates, you must have one on each end.** Dimensions must match side to side, not to exceed the dimensions in the diagram.
- K. There must be a minimum of 3- inch gap between the end of the sail panel and the front of the spoiler end plate.

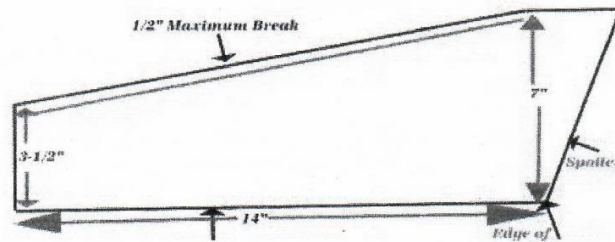
- L. Car numbers must be painted a contrasting color.
1. Numbers must be painted on both sides and roof to face grandstand.
 2. Numbers must be at least 16" high and 3" wide.
 3. Numbers of legible size must also be placed on the front and rear of the car to aid in line-up.
 4. Body parts must be neat and well painted.

RACERS - YOUR CAR MUST LOOK STOCK TO RACE.



SAIL PANELS MUST MEET THIS CONFIGURATION.

- Sail Panel must be mounted and begin at main hoop bar behind driver.
 - Maximum of 2" bow from top to bottom.
 - "C" dimension must match side to side
- A. Any angle or arc cut into the front edge of sail panel cannot exceed 6 inches from the point it is mounted to the roof.
 - B. Rear of panel may be squared maximum of 4 inch height.
 - C. Maximum 56 inch length minimum 36 inch length.
 - D. Top arc of sail panel must begin at the point where it attaches to the rear of the roof.



Spoiler side panel figure:

- 1/2" maximum break on spoiler edges
- 3 1/2" maximum height at front of spoiler side panel
- 7" maximum height at rear of spoiler side panel
- 14" maximum length of spoiler side panel at bottom
- Spoiler side panel may have a 30-degree rake from bottom to top edge

6. ENGINES

OPTION A: American made production V-8 engine blocks only. MAXIMUM CUBIC INCH DISPLACEMENT: GM-360 CID, FORD-363 CID, CHRYSLER-368 CID.

- A. **BLOCK:** Must be production cast iron block with standard external measurements in all respects except for the permissible .060 over bore maximum.
 1. No aluminum, Bowtie, Rocket, SVO, 'X', or 'R' blocks allowed.
 2. No removing of casting numbers.
 3. No grinding or lightening.
 4. No angle milling of block.

- B. CRANKSHAFT:** O.E.M. stock production crankshafts with I.D. numbers intact or O.E.M. replacement.
1. 48 pounds minimum weight.
 2. No knife edging, offset grinding, undercut counterweights or drilled centers on bearing journals.
- C. RODS:** Forged connecting rods only.
1. No titanium, composite or aluminum rods.
 2. H beam allowed.
- D. PISTONS:** Any flat top or reverse dome piston may be used as long as it has the stock wrist pin height for the engine being used.
1. Valve relief may be cut into the piston.
 2. No portion of the piston may protrude above the top of the block.
- E. CAMSHAFT:** Any hydraulic or flat tappet steel camshaft with a maximum of .500 lift measured at the retainer.
1. Stock diameter tappets only. No bleed down type lifters.
 2. No mushroom or roller tappets allowed.
 3. Standard timing chain only. No gear drive or belt drives will be allowed.
 4. Roller rockers and roller tipped rockers allowed. No shaft rockers.
- F. HEADS:** Must be stock steel production or World Products S.R. #'s 4266B, 4267B, 4360 or 4361, or Sportsman II heads #'s 1115, 1125, 1215 or 1225.
1. No Bowtie, fuel injection type, SVO, W2, GT 40 heads allowed.
 2. Use of GM Vortec steel heads with casting numbers 10239906 and 12558062
 - a. The only intake manifolds that will be allowed to be used with the Vortec heads will be unaltered Edelbrock part numbers 2716, 2913, and 7116, no exception!
 3. There will be no sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting to any part of the head with the exception of machining to the valve spring pocket to relieve spring bind and the shortening of the valve guide to allow for valve lift.
 4. The addition or removal of material to the ports or combustion chambers or any alteration to the original form will not be allowed.
 5. Only two valves and one spark plug per cylinder.
 6. No titanium parts in the valve train allowed.
 7. Intake and exhaust ports must be in the original "as cast" configuration.
 8. Any evidence of any sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, alteration to the original form or the addition of material to the ports or combustion chambers is strictly forbidden.
 9. No external sanding, grinding or removal of casting numbers or symbols.
 10. Valves must be stock production size, 11/32" at the retainer & retain a 23 degree angle, and in stock location.
 11. If using Vortec heads the valves must remain 1.50" exhaust and 1.94" intake and at the stock 23 degree angle.
 12. Small block Chevy maximum valve size is 2.02" intake and 1.60" exhaust, measured across the face of the valve.
 13. Any **type of** valve springs allowed.
 14. Screw in studs, guide plates, **stud girdles or rev-limiters allowed.**
 15. No chemical or ceramic work allowed in internal areas of intake or heads.
 16. Standard cylinder head reconditioning procedures are ok, including head surfacing to correct warping, valve guide reconditioning, and valve seat reconditioning.
- G. OIL PUMP:** Must remain in stock location.
1. No dry sump or external oil pumps allowed.
 2. Aftermarket oil pans and breathers are allowed.
 3. Oil cooler, if used, to be in engine compartment only.
- H. INTAKE MANIFOLD:** Following aluminum intakes numbers allowed.
1. GM: Victor Jr 2975, 2972 or 2101.
 2. Weiand 7546 or 7547.
 3. Ford: 2981 or 2760 and 2665 or 2750,
 4. Cleveland 7516 or 7517.
 5. AMC: 2930 or 2035.
 6. Chrysler: 2915 or 2176.
 7. Edelbrock: 7101 and 7501.
 8. After market or stock intakes to remain unaltered.
 9. No marine type intakes.
- I. EXHAUST MANIFOLD:** Stock unaltered cast iron exhaust manifolds or unaltered headers.
1. No 180-degree headers, merge collectors, tri-y style, step headers or Stock Car type headers.
 2. Exhaust must exit under car, behind driver and be angled down.
 3. No side exiting exhaust.
 4. Mufflers are mandatory and car must pass noise level test (95 decibel at 50 feet)
 5. Recommended mufflers are Dynomax Bullet 24216 or Flomaster 50 Series.

- J. IGNITION:** Factory type ignition, no multi-spark discharge or mags.
 - 1. Rev limiters allowed, one chip system only.
 - 2. No crank triggers or step-up voltage systems.
- K. CARBURETOR:** One (two or four barrel) carburetor only with maximum spacer height of 1¼", including gaskets.
 - 1. No aerosol carburetors.
 - 2. Two return springs are mandatory.
 - 3. No throttle cables allowed, must be mechanical linkage.
 - 4. Toe strap on gas pedal required.
- L. WATERPUMP:** Stock cast iron or aftermarket aluminum water pump. Must be mechanical driven.
 - 1. One radiator, stock or aluminum in front of motor.
 - 2. Metal fan shroud to cover top 180 degrees of fan.
 - 3. No electric fans.
 - 4. Absolutely no anti-freeze in radiator.
 - 5. Overflow must have catch can or hose into frame rail.
- M. STARTER:** Mini-Starter allowed. No reverse mounted starter. Must be able to start car
- N. MOUNTING:** Engine must be centered between frame rails.
 - 1. Engine Set-Back to be measured as 33 1½" from top steering box mounting bolt to rear of engine and 15 1½" from steering box mounting bolt to #1 cylinder spark plug.
 - 2. Crankshaft centerline can be no less than 7 1/2" from bottom of front cross member.
- O. INSPECTION WINDOW:** A 1" inspection window mandatory in the oil pan.
 - 1. **The window must be located on the left side of the oil pan.**
- P. ABSOLUTELY NO TRACTION CONTROL DEVICES ALLOWED.**
- OPTION B: GM 604 CRATE**
 - A.** Crate must use unaltered factory sealed, GM or IMCA authorized rebuilt and resealed rebuilt GM#88958604, #1931 8604, # 88958602, or #19258602 engine.
 - a. Rebuilt crate engine must maintain all original specifications and may not be altered in a manner to improve performance.
 - B.** The oil pan may be replaced with Champ pan #cp100lrb and Champ pick-up part #100sb. Installation of these parts must be performed at a facility approved by track technical officials.
 - C.** Altered or missing seals will result in immediate disqualification, suspension and fine. To be determined by Dirt Grand Nationals Of Wisconsin officials.
 - D.** Carburetor: One (two or four barrel) carburetor only with maximum spacer height of 1 1/4", including gaskets.
 - E.** DRIVERS USING THE 604 CRATE MOTOR MUST FOLLOW ALL OTHER BOLT ON COMPONENTS AS THE OPTION A MOTOR

7. TRANSMISSIONS & DRIVE TRAIN:

- A. BELL HOUSING:** Steel blow proof bell housing only. Upper 270 degrees of bell housing must remain intact.
- B. FLYWHEEL:** Flywheel to be stock or after market. OEM or OEM replacement flexplates.
- C. CLUTCH:** Steel or aluminum, single or multi disc clutches allowed.
- D. TRANSMISSION:** US manufactured passenger car or light truck three or four speed unaltered manual or automatic transmission.
 - 1. The following after -market transmissions allowed: Brin part# BR170001, Falcon part # WIN60100, Bert part # BERLMZ, Racegator part# 140002.
 - 2. If automatic, must use stock torque converter.
- E. DRIVESHAFT:** Drive shaft to be steel, painted white, and have safety loop of minimum 1" X 1/8" thickness located within one foot of front U-joint.
- F. REAR END:** Stock rear end for frame used or Ford 9" floater recommended. 60" max width measured hub to hub.
 - 1. Any combination is okay, all parts must be steel, **except for end caps.**
 - 2. No off set. Drive flanges to be of equal distance on both sides of frame.
 - 3. No independent rear suspension.
 - 4. Rear trailing arms must remain mounted in OEM frame locations. Must use OEM holes in frame for Mounting.
 - 5. **Upper and lower trailing arm differential mounting brackets must be the same measurement from drive flanges on both sides. Measured from drive flange to outside of brackets.**
 - 6. No after-market limited slip or ratchet style rear ends. (Example: Gold Track, True Track or Gleason, etc.)
 - 7. No gun drilled axles; axle shafts must remain same diameter on each side.

8. SUSPENSIONS & STEERING:

- A.** Steering wheel to be quick release style. Center of steering wheel must be padded.
- B.** **Steel** steering box and stock linkage only. Steering quickener allowed. Steering shaft must have 2 U-joints or be collapsible style.
- C.** Stock **length** lower "A" arms only.
- D.** Stock unaltered spindles and rotors except for wheel bolt pattern and hole for outer tie-rod end.
 - a. No dropped spindles.
 - b. IMCA stamped 3-piece aftermarket spindles are allowed. Part number 91034501-L and 91034501-R only.
 - c. Replacement arm # 34503 L & R, brake mount # 34504.

- E. One steel unaltered shock per wheel. Rear shocks must be mounted behind rear axle.
 - a. No externally adjustable, coil over, air or remote reservoir shocks.
 - b. No Schroeder ports. No coil over eliminators. **Gas refill ports allowed.**
 - c. **No bulb shocks.**
 - d. **Shocks must completely compress.**
- F. All A-frame, trailing arms, steering components and suspension mountings must remain stock for frame, in factory frame position.
 - a. Outer tie-rods ends may be replaced by 0.625 or larger steel heim joint with a solid (no seam) steel or aluminum adjuster sleeve and jam nut only.
- G. Rear trailing arms may be aftermarket. Must be stock length, straight and use bushings.
 - a. No heim joints or adjustable.
 - b. Length measured center to center, upper 11-1/8", lower 19-1/4", and one solid piece. Must be same measurement side to side.
- H. Stock dimension ball joints only.
- I. Any O.E.M. type sway bar permitted.
- J. Front upper control arm may be replaced with complete steel tubular drop-in replacement, one-piece control arm of stock length of 8", plus or minus 1/2" of stock length using stock ball joints. No aluminum components allowed.
- K. Rubber bushing replacement – Stock or plastic and grease-able bushings allowed. No offset, bearing type allowed.
- L. No suspension stops of any sort or chain limiters.
- M. May have chain on rearend only. Must have slack on chain at all times.

9. BRAKES: Four-wheel foot operated hydraulic brakes in working order.

- A. Dual master cylinder allowed.
- B. Limiting or proportioning valves allowed.
- C. Only unaltered stock steel brake calipers.
- D. No aluminum aftermarket caliper replacements.

10. FUEL & TANKS:

FUEL:

- A. **Gasoline or E85 only.** No methanol allowed.
- B. Racing gasoline is allowed.
 - 1. No performance enhancing or scented additives allowed. Using them will be a fuel violation and result in disqualification.
 - 2. Track officials reserve the right to test any competitor's fuel at any time.
 - 3. Track Officials have the ability to conduct laboratory analysis of fuels.

TANK:

- A. Approved fuel cell to be enclosed in a minimum 22-gauge sheet metal with four upper straps two in each direction.
 - 4. Straps to be 1" X 1/8" steel.
 - 5. Minimum ground clearance of 10".
 - 6. Fuel cell protection bar on the bottom. Must be as low as fuel cell.
 - 7. Fuel cell protection bar. Minimum of 1 3/4" X .095" round tubing or 1 1/2" X .065" wall square tubing fuel cell hoop with a minimum of two braces to frame. One on each side of the fuel cell.
 - 8. Fuel cell to be filled from the top and have flapper valve kit & approved cap to prevent spillage in case of a rollover.
 - 9. No fuel lines in drivers area.
- B. Stock style fuel pump in stock location. No electric or belt drive pumps.
- C. No bottom draw fuel cells. Outlet must be on top.
- D. The fuel cell breather or vent must have a one-way check valve to prevent spillage in case of a rollover.

11. BUMPERS & PROTECTION BARS

- A. Stock bumpers may be reinforced and ends must be strapped to fenders.
- B. **Must have both bumpers to start the race.**
- C. Radiator protection bar may be no higher than the front of the hood or exceed 8" above the frame rail and no wider than the frame rails and may not extend beyond the front of the bumper. **Bar to be no larger than 1 1/2" round tubing. Maximum of 2 supports no larger than 1 1/4" round tubing.**
- D. Trunk protection bar no higher than rear of trunk lid. Protection bars to be 1 3/4" X .095" wall round tubing or smaller.
- E. Side protection bars to be no larger than 1" X 0.095" wall square tubing with the ends capped at 45-degree angle.
- F. **Rear bumper can be no higher than the top of the rear frame rail.**

12. WHEELS & TIRES:

WHEELS:

- A.** Racing steel wheels of 8-inch maximum width.
- B.** Bead locks allowed on all wheels.
- C.** Foam type, aluminum, or plastic disk mud plug allowed.
 - a.** Plastic and aluminum disk mud plugs must have your car number on them.
 - b.** Plastic or aluminum mud plugs must be attached using magnetic steel, bolt on style mounting hardware.
 - c.** No dzus mounting of plastic or aluminum mud plugs allowed.
 - d.** Mounting tabs must be integral to or welded to the wheel.
 - e.** All wheel spacers must be aluminum.

TIRES:

- A. Hoosier H500, 35W, RC4 and IMCA stamped G60.**
 - a.** No grooving, sipping or softening allowed on the H500, 35W or RC4. Grinding allowed.
 - b.** The Hoosier IMCA stamped G60 can be used this year to see if it is a tire to be used in the future. In June the three tracks' promoters will determine which tire will be used in 2025.
 - c.** The Hoosier IMCA stamped G60 can be grooved, sipped and ground. No softening.

13. ELECTRICAL: 12-volt electrical system only.

- A.** One 12-volt battery only, which must be located behind driver area and securely fastened.
- B.** On/off and start switch to be clearly marked in driver area and easily reached by driver and safety crew.
- C.** It is recommended to have a main battery kill switch located behind the driver.

14. WEIGHTS:

- A.** Weights must be bolted securely with minimum 1/2" bolts, **must be located between frame rails**, painted white and have **your** car number and division visible on each weight.
 - a.** Loss of weight on the racetrack during a race will result in disqualification of car and driver from that race. No points or pay.
 - b.** No weights in the driver's compartment allowed.

15. ELECTRONIC DEVICES/MIRRORS:

- A.** Absolutely no mirrors allowed.
- B.** No cell phones, unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges (including tach).
- C.** No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach ignition box allowed.

16. TRANSPONDER LOCATION: Transponder must be placed 24" or more, behind the center line of the rear axle to the forward edge of the transponder, on the right-side frame rail.

STREET STOCK CROSSOVER RULE WILL BE CONTROLLED BY DIRT GRAND NATIONALS OF WISCONSIN TRACKS GENERAL RULES. STREET STOCKS CAN RUN WITH GRAND NATIONALS UNLESS THEIR DIVISION IS RUNNING AT THAT TRACK THAT NIGHT. STREET STOCKS MUST FOLLOW THEIR DIVISION RULES TO RUN WITH THE GRAND NATIONALS.