

# 2021 UNIFIED DIRT GRAND NATIONAL 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\*\*\*\*\*

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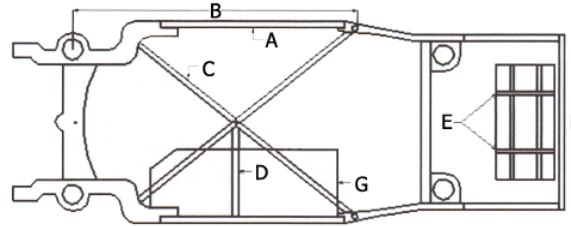
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DRIVERS MAY PARTICIPATE AT 16 YEARS OF AGE, MAY COMPETE AT AGES 14 OR 15 WITH RESUME APPROVED BY TRACK OFFICIALS AND INSURANCE PROVIDER.

2021 Grand National Rules ELIGIBLE MODELS (car bodies) 1960 or newer GM, AMC, Chrysler, Ford or U.S. manufactured auto, pickups or station wagons. No convertibles allowed.

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. Roll bar padding required in driver's compartment. Recommended: Fire retardant padding.
  - C. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. (Recommended: Fire retardant head sock and underwear.)
  - D. Right and left seat head supports required if not using head and neck restraint system. (Recommended: collapsible steering shaft.)
  - E. Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style and must be mounted to roll cage so latch is at top front of window.
  - 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. 2019,2020,2021 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 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") wheel base, MEASURED CENTER HUB TO CENTER 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. See diagram.

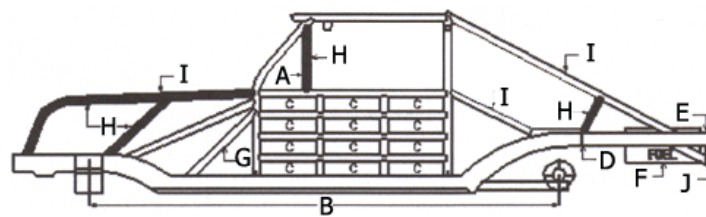


### FRAME CONSTRUCTION GUIDELINES

- A.** Frame plating material (4" x 1/8") flat strip steel.
- B.** Roll cage main hoop set back 82 1/2", 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 80 3/4" from the left lower ball joint.
- C.** Mandatory X-brace, (Choose 1 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 4) 1" x 1/8" strap steel.
- F.** Tail section replacement, same dimensions as stock frame.
- 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 slated and having two upright bars between each driver door bar.
- C.** Wing window bars on drivers side mandatory; passenger side recommended.
- D.** Foot protection bar (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. See diagram.
- 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.



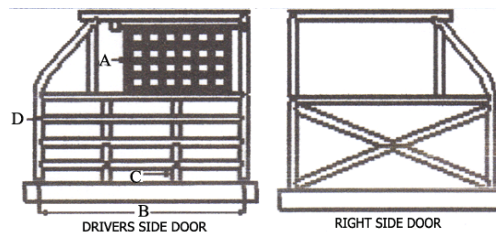
### ROLL CAGE CONSTRUCTION GUIDELINES (B)

- A.** Wing window bars, mandatory
- B.** Minimum wheelbase 108"
- 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 (20 gauge steel)
- G.** Foot area protection bar, mandatory
- H.** Dark shaded bars may be 1 1/2" x .065 wall steel tubing, all other tubing 1 3/4" x .095
- I.** All cages must have these front and rear support hoops/bars

J. Fuel cell guard to be a minimum 1 ¾ " x .095" round steel tubing or optional 1 ½ " x .065 square steel tubing

#### 4. DRIVERS COMPARTMENT:

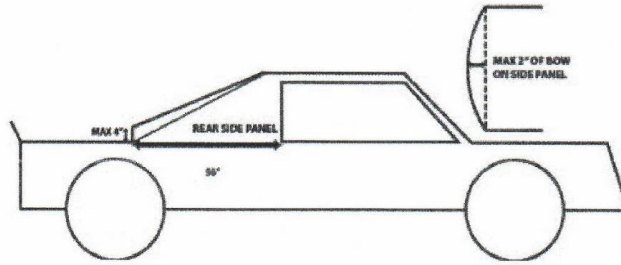
- A. High back aluminum racing seat is mandatory. Seat must be bolted in with six 3/8" Grade 5 or Grade 8. Four bolts in the seat bottom and two in the seat back.
- B. A window net with buckle release mounted on the top left corner is required.
- C. All roll cages must provide a minimum of two inches of clearance measured from the top of the roll cage to the top of the drivers helmet when driver is seated and strapped 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, mandatory
- D. 4 door bars evenly spaced on drivers side, mandatory

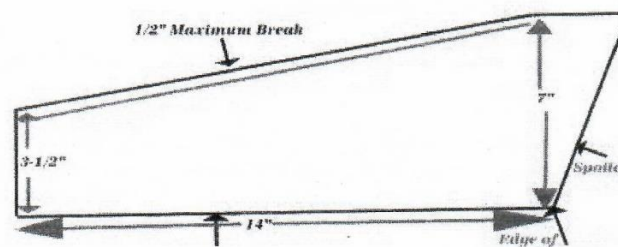
#### 5. BODIES:

- A. Production passenger car.
  - 1) Stock or after market template.
  - 2) Straight-up style steel, aluminum or plastic front fenders.
- 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 to be used in hood and trunk.
- D. Door panels and rear quarters to be stock, sheet metal, aluminum or plastic.
- E. Sail Panel supports must have same size opening in both sides.
- F. Nose of car must look stock appearing and neat looking - no wedge type or late model noses. NO wedge type bodies.
  - 1) Factory or after market plastic nose and tail pieces are legal.
  - 2) No bars or straps on outside of front nose.
- G. FIBERGLASS ROOFS ONLY! NO LATE MODELS STYLE ROOFS. NO FLAT ROOFS. NO ALUMINUM ROOFS.
- H. 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 ALLOWED.
  - 2) No venting of any type permitted.
- I. Rear quarters and sail panels must be the same configuration on both sides.
- J. 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.
- K. Spoiler allowed on rear of trunk lid not to exceed 6 inches base to tip, and be no wider than 60 ½ inches if using spoiler end plates.
  - 1) Spoilers not using end plate may have a width not exceeding the rear fenders.
  - 2) At some future date clear spoiler will be required.
  - 3) Recommended the spoiler be made of clear polycarbonate.
  - 4) No sideboards, wicker bills, or any other air controlling devices.
  - 5) No fins, lips, rudders allowed.
  - 6) 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.
  - 7) Spoiler end plates permitted. One on each end, per not to exceed the dimensions in the diagram.



*C Pillar (Sail Panel) figure:*

- Length: maximum 56"
- Rear of panel may be squared of maximum 4" in height
- Maximum 2" of bow on panel



*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

**8)** 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.** Body parts must be neat and well painted.

**M.** 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.

**RACERS - YOUR CAR MUST LOOK STOCK TO RACE.**

## **6. ENGINES**

**OPTION A:** American made production V-8 engine blocks only. (MAXIMUM CUBIC INCH: GM-360 CI, FORD-363 CI, CHRYSLER-368CI)

**A. BLOCK:** Must be production cast iron block with standard external measurements in all respects with the exception of 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 (minimum 48 pounds).

**1.** No light weight cranks.

**2.** No knife edging, offset grinding, undercut counter-weights, 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 (except 400 Chevy).*
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. *No stud girdles or rev kits*
  4. *Standard timing chain only - no gear drive or belt drives will be allowed.*
  5. *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 or after market 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 7516 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. *Stock production valve spring diameter for heads used only.*
  14. *Screw in studs and guide plates 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 sumps or external oil pumps allowed.*
  2. *After market oil pans and breathers are allowed.*
  3. *Oil cooler, if used, to be in engine compartment only.*
- H. INTAKE:** *Following aluminum intakes numbers allowed*
1. *GM: Victor Jr 2975 or 2972 and 2101,*
  2. *Weiland 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 untouched.*
  9. *NO Marine type intakes.*
- I. EXHAUST MANIFOLD:** *Stock cast iron exhaust manifolds or unaltered headers okay.*
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 1 1/4", INCLUDING GASKETS.
  - 1. NO AEROSOL CARBURETORS
  - 2. Two return springs mandatory.
  - 3. No throttle cables allowed, must be mechanical linkage.
  - 4. Toe strap on gas pedal required.
- L. WATERPUMP:** Stock cast iron or after market aluminum water pump, MECHANICALLY DRIVEN
  - 1. One radiator stock brass or aluminum in front of motor.
  - 2. Metal 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 1/2" from top steering box mounting bolt to rear of engine and 15 1/2" 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 MADATORY in the oil pan (EFFECTIVE 2021).
  - 1. The window should be located on the left side of the oil pan between the number 5 and number 7 rod journals.
- 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 specification's and may not be altered in a manner to improve performance.
- B.** The oil pan may be replaced with Champ pan #cp100ltrb 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 Unified Grand National 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 aluminum. No cut down stock flywheels allowed.
- C. CLUTCH:** Steel or aluminum, single or multi disc clutches allowed. OEM or OEM replacement flex plates only.
  - 1. **SFI CERTIFIED FLEX PLATE RECOMMENDED**
- 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 okay parts must be steel. ABSOLUTELY NO TITANIUM OR ALUMINUM PARTS ALLOWED
  - 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. Brackets must be uniform in their distance from the center of the housing.
  - 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.
- B.** STOCK steering box and linkage only. Steering quickener allowed. Steering shaft must have 2 U-joints or be collapsible style.
- C.** Stock intermediate metric lower "A" arms only.
- D.** Stock unaltered intermediate metric spindles and rotors except for wheel bolt pattern and hole for outer tie-rod end.
  - a.** No dropped spindles.
  - b.** IMCA stamped 3 piece after market 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 or gas refill ports. No coil over eliminators.
- 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 sleeves and jam nut only.
- G.** Rear trailing arms may be aftermarket. Must be stock length and use bushings.
  - a.** No heims, mono balls or adjustable.
  - b.** Length measured center to center, upper 11-1/8", lower 19-1/4", one solid piece. Must be same measurement side to side.
- H.** Stock dimension intermediate metric 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 (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, MONO BALL, OR MID EVIL BUSHINGS ALLOWED.

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

- A.** Dual master cylinder allowed.
- B.** Limiting or proportioning valves okay.
- C.** GM Metric frames must use unaltered GM Metric calipers only.
- D.** No aluminum, after market caliper replacements.

## **10. FUEL & TANKS:**

### **FUEL:**

- A.** GASOLINE OR E85 ONLY, NO METHANOL ALLOWED.
- B.** Racing fuel is allowed no higher than 110 octane.
  - 1.** No performance enhancing or scented additives allowed, USE WILL BE CONSIDERED 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.
- C.** FUEL WITH AN OCTANE RATING IN EXCESS OF 110 WILL BE CONSIDERED ILLEGAL.

### **TANK:**

- A.** Approved fuel cell to be enclosed in 22 gauge sheet metal with 2 straps in both directions.
  - 1.** Straps to be 1" X 1/8" steel
  - 2.** MINIMUM Ground clearance of 10".
  - 3.** Fuel cell protection bar on the bottom (as low as fuel cell).
  - 4.** Fuel cell guard minimum of 1 1/2" X .065 wall square tubing fuel cell hoop with two or more braces to frame. (One on each side of the fuel cell.)
  - 5.** Fuel cell to be filled from top and have flapper valve kit & approved cap to prevent spillage in case of a rollover.
  - 6.** No fuel lines in driver 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, ends must be strapped to fenders.
- B. Must have both bumpers to 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.
- 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.

## **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 car number.
  - 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.

### **TIRES:**

- A. **HOOSIER RC4'S only**
  - a. No grooving, siping or softening allowed.
  - b. D. Check with Durometer.

## **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. I
- C. It is recommended to have a main battery kill switch located behind the driver.

## **14. WEIGHTS:**

- A. Weights to be bolted securely, **INSIDE THE FRAME RAILS** (bolts must pass through frame, minimum 1/2" bolts) and painted white with car number and division on each weight.
  - a. Loss of weight during a race will disqualify driver from race.
  - b. No weights in 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.

**IMCA STOCK CAR CROSSOVER & STREET STOCK CROSSOVER RULE WILL BE CONTROLLED BY UNIFIED GRAND NATIONAL TRACKS GENERAL RULES. STOCK CARS & STREET STOCKS WILL NOT BE ABLE TO RUN WITH GRAND NATIONALS UNLESS THEIR DIVISION IS NOT RUNNING AT THAT TRACK**