

ALL-TECH RACEWAY

2026 – 2027 FACTORY STOCK RULES 06/03/26

SECTION A -- PROTEST RULES/CLAIM RULES/FEES

1. Built engine protest fee will be \$500 for top end and \$500 for bottom end, protesting driver must finish in top 3 and on lead lap. Top end inspection includes heads, intake, bore, stroke, and full carburetor inspection. There will be no top end inspection for 602 Crate engine, full engine must be protested. The protest fee for 602 crate engine will be \$1200.00
2. The Crate engine claim fee will be the current cost from a reputable dealer. The claiming driver must finish in the top 3 and on the lead lap. Engine removal will be overseen by tech officials and turned over to the claiming team as it comes from GM. Whatever distributor is in the engine will go with the engine.
3. Shock claim rule will be \$125.00 per shock. The claiming party must finish in the top 3 and on lead lap.
4. If the team whose engine or shocks are being claimed damages the part being claimed either accidentally or intentionally, the results will be automatic disqualification. They will retain ownership of damaged equipment and the claiming team will be refunded their money.
5. Tire protest fee will be \$200.00 per tire. Any driver in the field may protest the tires of any driver in the field after qualifying, heat races, or feature.
6. A total car protest will be \$1800.00 and includes complete engine, transmission, rear end, all suspension components and all printed rules in regards to body and frame.
7. Any protest or claim must be turned into tech officials in writing with protest fees within 10 minutes of completion of protesting party's feature

race. Any protesting driver or owner, must finish in the top 3 and on the lead lap.

8. If either protesting party backs out of protest after paying protest fee, \$100 will be retained by track.
9. Any driver that refuses any claim or protest will be automatically disqualified.
10. In the event of a protest and back protest, the winner's car will be inspected first. If the winner's car/engine is found to be illegal, the back protest will be null and void. The disqualified driver will be given his/her back-protest fee back (minus \$100.00) and the second-place car will be inspected as it would have had before protest.

SECTION B – SAFETY RULES

1. Racing helmet (not motorcycle or DOT) SA 2010 or newer
2. Full racing fire suit required.
3. Fire rated racing gloves required.
4. 5-point racing harness mounted per manufacturers specifications required.
5. Two-pound fire extinguisher mounted within driver's reach is required.
(gauge must be good)
6. Racing seat properly mounted per manufacture's specifications required
(Full containment seat strongly recommended)
7. Properly mounted racing fuel cell required.
8. If the fuel line runs inside the car, it must either be in metal tubing (conduit) or be braided line.
9. All weights and the driveshaft must be painted white with car number on weights and driveshaft.
10. A 10-pound fire extinguisher is required at the trailer of each car competing in competition.
11. Racing (fire rated) shoes required.
12. Window net not required but recommended. When utilizing a window net, net must be removable from the interior and exterior of the car.

- 13.If the battery is in the driver compartment, it must be mounted properly and inside a battery box.
- 14.All cars are required to have a .125 thick steel intrusion plate on drivers side door bars (16" X 26" minimum)

SECTION C – WEIGHT RULES

1. Total weight required is 3300 lbs.
2. A one (1) pound per lap weight break will be given for the feature race only.
3. Any lead or ballast must be painted white and have the car number on it.
4. There is no longer a weight break for a Hans device or full containment seat, but both are highly recommended.
5. No weight or ballast may be placed on rearend or suspension components.
6. No weight will be allowed to be mounted above the firewall decking anywhere on the car.

SECTION D – BODY RULES

1. All body panels must be fabricated from steel or aluminum, fiberglass roof allowed if it is a stock replacement roof for year and model. No late model roofs. No fiberglass/composite doors, fenders, quarter panels, or hoods.
2. Body must be stock appearing for the make, model, and year of car.
3. The only allowed decking will be behind driver's seat from door to door, (1) 8" section max on passenger side from rear of car to dash (1) 6 " section max on drivers side from rear of car to dash, and dash decking may not extend any farther than the steering wheel. No boxing in of driver compartment allowed.
4. Must have stock or fabricated firewall , must be in stock location +/- 2 ". Firewall must be from frame rail to frame rail. Stock firewall must have holes patched with metal of the same thickness or thicker.

- Fabricated firewalls must be steel of the same thickness or thicker than a stock firewall. The mounting location on the frame will be measured from the center of the top mounting bolt on the steering box to the firewall at the frame over the stock mounting holes. Measurement to front of firewall in ths locations will be 37 (+/-) 2 inches.
5. Must have factory steel or fabricated steel floor pan and must run from front firewall to rear of driver's seat. If the floor pan is fabricated, it must be same thickness steel or thicker than factory and retain factory shape.
 6. An aluminum or steel firewall is required from frame rail to framerail behind the driver seat. The rear firewall must extend from framerail to decking.
 7. Rear of car may be open.
 8. Aftermarket plastic front and rear covers permitted but must be stock appearing. (No Dominator Camaro style nose pieces). Filler panel between hood and plastic nosepiece may ony be as wide as nose and be a maximum of 6" long.
 9. Absolutely no spoilers
 10. No spoiler sides.
 11. Driver compartment may not be boxed in.
 12. No flat side bodies, doors, and quarter panels must taper inward at bottom towards the center of car.
 13. No flat roofs, the roof must have a roll front to rear to resemble a stock roof. Roof must be mounted in center of body from left to right.
 14. No sharp bends in hood or fenders. Both fenders must start flush with deck and must gradually roll towards nosepiece.
 15. No raised lips or sharp edges on the body.
 16. May have hole in hood for air cleaner clearance only, no other holes allowed. No hood scoops allowed. No hood scoops, wind deflectors, air deflectors, dirt deflectors, mud deflectors, or any other type of deflector or shroud attached to hood. A small mud shroud may be attached to the breather and may be no higher than breather top.

17. Plastic skirts allowed at bottoms of doors and quarter panels, but no plastic wheel skirts/flares allowed.
18. Sail panels must be mounted from center line of rear axel forward.
Please see body diagram for body measurements and rules.

SECTION E – BRAKES

1. Dual master cylinders with hanging pedals are permitted.
2. No brake adjuster inside cockpit. May be mounted under hood on firewall.
3. No cut-offs of any kind on any corner of the car.
4. Must have four wheel working brakes. (If car is jacked up, and wheels spun, all 4 corners must stop)
5. Must be stock type, single; piston, steel/cast iron calipers.
6. Steel rotors only, no exotic metals.
7. No gun drilled or scalloped rotors.
8. Disc or drum brakes ok.

SECTION F -- STEERING

1. All steering components must be stock for year, make, and model unless otherwise noted.
2. May run aftermarket steering box but must be cast iron and in stock location.
3. No heim end components.
4. Stock type head or block mounted power steering pump only.
5. Steering quickeners are allowed.
6. Collapsible steering shaft allowed.
7. Heim joint steering shaft guide allowed.

SECTION G – FRONT SUSPENSION

1. All factory mounts on frame must be in stock location.
2. Upper A frames may be tubular aftermarket, but must have a cross shaft and be a maximum of 1” difference LF and RF. (No adjustable length A frames).

3. Upper A frames must be in stock holes on tower, no slotting of factory holes.
4. Spindles must match the year, make and model of car being raced. (No 3-piece spindles).
5. Lower control arms must match year, make and model of car being raced, no modifications to length of A frame. Must be 14 1/4" from center of bushing to center of ball joint. (Ball joint placement must be stock).
6. Aftermarket steel and rubber bushings are allowed in lower A frames.
7. Adjustable cups allowed. (No screw jacks/jack bolts or raised buckets) .
8. No bump stops or bump springs, no internal bump stops.
9. No chains, cables, or droop limiting devices of any kind.
- 10.No notching of frame for steering arm clearance or tire clearance.
- 11.No shimming of shocks, shocks must mount flat against factory location at bottom and in stock location at top. (Stock retainer clips allowed).
- 12.Spring rubbers allowed.
- 13.Racing springs allowed.
- 14.Screw in ball joints allowed, no adjustable height ball joints allowed. Ball joint must be in stock location on lower A frame.
- 15.Any length ball joint is ok.
- 16.Five-inch diameter springs required.

SECTION H --- REAR SUSPENSION

1. No spring raised buckets, upper spring perch must be in factory location.
2. Adjustable cups allowed.
3. Racing springs allowed.
4. Spring rubbers allowed.
5. No bump stops, bump springs, internal bump stops.
6. Lower springs perches must be centered on top of axle tube.
7. Upper shock mount must be in stock location and shock must be mounted flat against mount. No shimming shocks down.

8. Lower end of shocks must be mounted at same height, angle, and location on rearend. The lower mount must be behind and below the bottom of axle tube. ($\frac{1}{2}$ " tolerance)
9. Aftermarket tubular (round, square, or rectangular) trailing arms allowed but must be nonadjustable and stock length.
10. Trailing arms must have stock type rubber bushings, no monoballs or heim.
11. Lower trailing arms must be $2\frac{3}{4}$ " (+/-) $\frac{1}{2}$ " from bottom of axle tube and must be the same measurement from axle flange to be $7\frac{1}{2}$ " (+/-) 1" to center of mounts, both sides to be the same, (no offsetting).
12. Lower trailing arm mount at frame must be the stock mount and in stock location.
13. Upper trailing arms to be 3" (+/-) $\frac{1}{2}$ " from center of mounting bolt to top of rearend, must be same on both sides.
14. Center of axle tube to center of mounting bolt to be 7" (+/-) $\frac{1}{2}$ ", must be the same on both sides. Axle tubes must be stock diameter. (3")
15. Upper trailing arm mount must be in stock locations and trailing arm must be mounted in factory holes in chassis. Upper control arms must be 11" to $11\frac{1}{8}$ " from center to center of bushings. Lower control arms to be $19\frac{3}{8}$ " to $19\frac{1}{2}$ " from center to center bushings.
16. Trailing arm mounts on rearend may not be adjustable by means of twisting the mount on rearend, mount must be in a fixed welded position and must be same distance (7.5" from axle flanges to center of mounts) on both sides, no offset. We will allow 1" tolerance.
17. No bump stops/bump springs on rear suspension.
18. Lowering blocks are ok, must not be adjustable, for leaf spring cars.
19. Adjustable shackles are ok on leaf spring cars.
20. Leaf spring rear suspension "only" may run shock extensions or shock spacers on rear of car only. If running extensions/spacers, both sides must be the same. If running spacers, they must bolt through factory holes.
21. No sliders on leaf springs.

22. Front leaf spring mount must be factory stock and be bolted in factory holes.
23. Leaf spring cars may run stock style "stud" mounter shocks or rubber bushing type shocks.
24. No chains, cables, or droop limiting devices.

SECTION I – REAREND

1. Standard 9" Ford, 9" Ford floater, or GM OEM rearend allowed. 60" from axle flange to axle flange. On Ford 9" rearend yoke may be centered, but lower control arm mounts must be 7 1/2" (+/-) 1" to center from outer face of axle flange.
2. No aluminum hubs, rotors, calipers, center sections, tubes, housing, yokes, or spools allowed.
3. No cambered rearends or cambered axle tubes allowed.
4. No limited slip, no lockers, no torque sensing differentials.
5. All spools must be magnetic steel.
6. No lightened or polished ring/pinion gears.
7. Aluminum axle caps allowed.
8. No gun drilled/lightweight axles.
9. GM rearend must run C-clip eliminators
10. Mini spool or full spool allowed.
11. No lightened scalloped carriers

SECTION J – SHOCKS

1. Shocks must be magnetic steel.
2. No Schrader valve or piercing valves.
3. Shocks must be non-adjustable.
4. No heim end shocks, must be stock mount shocks.
5. Must be smooth body, no threaded body shocks allowed.
6. No shock extension, except on the rear of leaf spring cars.
7. No bump stops, bump springs, or internal bump stops on any corner. Shocks must fully compress.

SECTION K -- CHASSIS/FRAME/ROLL CAGE

1. 108" Minimum wheelbase but must match factory wheelbase of car being claimed.
2. Camaro must retain unibody.
3. X bracing ok.
4. Must have (4) bars minimum I front of driver's window.
5. No offset cages. The four down tubes of the roll cage must sit on most outward or widest part of the factory frame rails.
6. Camaros are the only chassis that will be allowed to be underslung under rear end.
7. Seat must be properly mounted to roll cage.
8. A minimum of three door bars on the driver's side and two door bars on passenger side required.
9. Six point cage required.
10. All cage tubing is to have minimum diameter of 1 ½ inch and .095 of wall thickness.
11. No cutting front clip for tire clearance or tie rod.
12. Frame to remain stock from center of rearend to steering component mounts on front. All mounting points for suspension parts, shocks, Aframe mounts, steering box, idle arm and trailing arms must remain in stock location. Front clip may be notched for access to adjust spring buckets.
13. From center of rearend to rear of frame may be replaced with round, square or rectangular tubing. (2" x 3" or 2" x 4" recommended)
14. Stock section of frames may be boxed in for strength.
15. Drive shaft loop is mandatory.
16. Square tubing 2 x 3 or 2 x 4 will be allowed to tie front clip to rear clip. This is only for support from the front clip to the rear. This is not part of stock factory frame. The down tubes of roll cage are not to be mounted on this. Down tubes must be on or in line with outer frame rails.

SECTION L -- ENGINE/ENGINE COMBNATIONS

*602 Crate engines allowed. Rebuilt 602 crate engines must meet all CrateRacin USA specs.

1. ENGINE LOCATION

A. Must be in center of chassis. #1 spark plug must be in front of or in line with upper ball joint. Engine must be in stock location (+/- 1"). Stock location for metric chassis will be measured from center of engine mount on drivers side to center of backlash adjustment nut on the power steering box. Stock measurement is 13 ½". No offset engine mounts.

2. ROTATING ASSEMBLY

- A. Rods to be Eagle, Scat, or equivalent OEM style rods with press fit or floated pins. (Eagle #5700BPLW/ Scat 31CR5700) (Rule Clarification only Rod lengths 5.7 inches only)
- B. Pistons to be 2 or 4 eyebrow flat top or dished pistons. Pistons may be cast or forged, 3 ring grooves only. Stock diameter wrist pins. Pistons material must extend past wrist pin boss. No gas porting, No cutting, drilling, or grinding on any part of the piston. Pistons must be stock replacement type pistons with stock configuration, Mahle Power Pack pistons are allowed. Pistons may be balanced. When balancing pistons, the lightest piston must remain untouched and the other 7 must be matched to the lightest piston. Two or four eyebrow pistons will be allowed. No gas porting, vertical or horizontal.
- C. Crankshaft to be stock stroke Scat, Eagle, or equivalent OEM style cast or forges. Balancing allowed. No knife edge, no grinding. May balance on bottom of counterweights. 48 pounds minimum weighted with gear, Maximum stroke 3.480.
- D. Deck height to be 0.00. Pistons cannot exceed the top of the deck.

- E. Bore to be 0.060 with 0.010 tolerance for wear. (Rule Clarification only
Bore to be 4.060 inches plus .010 tolerance for wear. Max 4.070 inches
when measured.

3. CAMSHAFT/LIFTERS

- A. Camshaft to be .425/.425 maximum lift. (no tolerance)
- B. Camshaft can be degreed.
- C. No 4/7 swap cams.
- D. Stock diameter, stock replacement, flat tappet, anti-pump-up lifters
only. No solid Lift lifters.
- E. Lifters must have wire ring clip or snap ring/E-clip.
- F. 0.00 Lash must be preloaded.
- G. Double, triple, or true roller timing chain. No gear drives.

4. CYLINDER HEADS

- A. OEM stock cast iron open chamber heads, Steel heads only. 70 CC
minimum combustion chamber.
- B. 72 CC minimum combustion chamber on EQ heads EQ-Ch3501i Dart
#10021070t World product heads #WRL 043600-1, RHS 12400.0
- C. All heads to have no more than 180 CC maximum intake runners. NO
TOLERANCE. Must be checked at ambient air temperature.
- D. 3 angle valve job allowed, but no final cut greater than 75 degrees.
- E. Must use stock valve size for cylinder head. Maximum valve size to be
1.94 intake and 1.50 exhaust. No 2.02 heads. No vortec heads. No
closed chamber heads. No angle milling, no porting, no polishing, and
no gasket matching, No angle plug heads.
- F. Bronze guides allowed. Stainless steel OEM stock replacement valves.
Neck down and swirl polish allowed.
- G. 1.270 maximum O.D. valve spring diameter. No beehive, no wedge, no
taper, and no dual valve springs.
- H. OEM stock style spring retainers/keepers only. No lightweight,
aluminum, titanium, or exotic materials. Rocker arms to be stock style,
stamped steel with 1.5 ratio only. No roller tip or roller body.

- I. Screw in studs, guide plates, poly lock, and 7/16 studs allowed. No stud girdles.
- J. Stock length and diameter push rods only, hardend allowed. 7.800

5. INTAKE

- A. OEM GM, Quadra jet, or Holley stock style case iron intake only. No bowtie or marine intakes allowed.
- B. Edelbrock 2701 is the only aluminum intake allowed, must have part number.
- C. No porting, polishing, or gasket matching.

6. CARBURETOR

- A. The only carburetor allowed will be the Holley 4412 500 CFM two-barrel carburetor. Must have choke horn. Any metering block/plate allowed. Metering block and base plate may be billet, nothing else may be billet. Carburetor may be steel or aluminum with any finish or color. Must pass all go/no go gauges. Must have conventional boosters. Must have stock style Holley discharge nozzles.
- B. No XP carburetors.
- C. 1" maximum carb spacer or adapter, may not run both. The allowed thickness with 2 gaskets will be 1.350.
- D. This carburetor must pass the complete set of BLP performance gauges (Gauge kit#7860)

SECTION M – TRANSMISSION/CLUTCH/DRIVESHAFT

- 1. Factory stock automatic or manual transmission (No racing transmissions).
- 2. All transmissions must retain all working gears in operational condition, all forward and reverse must work.
- 3. No racing transmissions.
- 4. No power glide transmission.
- 5. No dummy torque converters for automatic transmission, 10" converter minimum.
- 6. No direct drive transmission or direct drive couplers.

7. Steel flywheel only.
8. Stock type clutch and pressure plate only, 10" minimum. No triple disc clutches.
9. Clutch must be full circle. No puck style clutches.
10. Steel driveshaft only. Must be painted white.
11. Clutch, pressure plate, and flywheel must have a combined weight of 30LBS minimum weighted without bolts.

SECTION N – EXHAUST

1. Cast iron stock type manifolds allowed.
2. Headers allowed, but must be inside frame rail headers only.
3. Mufflers allowed
4. Outlet may not exceed 3" diameter.
5. No stainless headers, no tri-y headers, no square tube headers.
6. All pipes must be parallel to the ground.

SECTION O -- TIRES/WHEELS

1. Hoosier H500 only
2. No grooving, No siping, No needling, No drilling
3. 8" steel wheels maximum
4. Bead locks allowed on any corner.
5. Any offset allowed
6. Wheel spacers allowed on any corner
7. ABSOLUTELY NO TIRE PREP/CONDITIONER !!!!

SECTION P -- IGNITION

1. Any stock type one wire HEI ignition
2. No MSD boxes allowed.
3. No soft touch rev control
4. No circuit board modules, but aftermarket performance module allowed.
5. No traction control allowed.
6. Battery must be securely mounted in a battery tray/box, 12 volts only.

7. May use billet distributor housing.
8. Distributor may be locked by any means or may use curve kit with springs.
9. Alternator allowed.

SECTION Q – FUEL

Fuel, Fuel Cell, and Fuel Pump Rules:

1. Racing type fuel cell mandatory, 32 gallon maximum, must be securely mounted in the trunk area of the car, inside a 20 gauge metal box supported by minimum of 2" x 1/8" steel straps, Fuel Cell must have roll over check valve in fuel cell vent.
2. Fuel cell must be completely visible from rear of car.
3. Gasoline, Racing gas, or E-85 fuel allowed. No methanol or alcohol, no oxygenated fuel. None of the following chemicals are allowed in any fuel used for competition. No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethyl hexanol.
 - a. Gasoline or Race Gas – specific gravity NOT to exceed 744 at 60 degrees. Any gasoline or race gas with a specific gravity of 745 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.
 - b. E-85 – specific gravity not to exceed, 785 at 60 degrees. Any E-85 with a specific gravity of, 786 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.
 - c. It is the competitor's responsibility to know what is being put into their fuel cell.
 - d. VPMR9, MRI 2 or THEIR EQUIVALENT NOT PERMITTED STOCK BLOCK MOUNTED FUEL PUMP IN STOCK LOCATION ONLY !!!

SAFETY AND ELECTRONIC DEVICES

Track officials may inspect any car at any time for compliance.

1. No radios or audible communication devices.
2. No phones, no smart watches
3. No electronic enhancing devices, no traction control, no rev limiters, no adjustable timing boxes and no in car lap counters.
- 4.

All cars will have an extensive safety inspection before being allowed to race. Upon the first time visiting a track with a car that has not previously raced during a calendar year please immediately bring car to tech inspection area and request an initial safety check.

Please bring all required safety gear to be inspected at this time. This includes helmet, suit, gloves, shoes and any head and neck limiting devices.

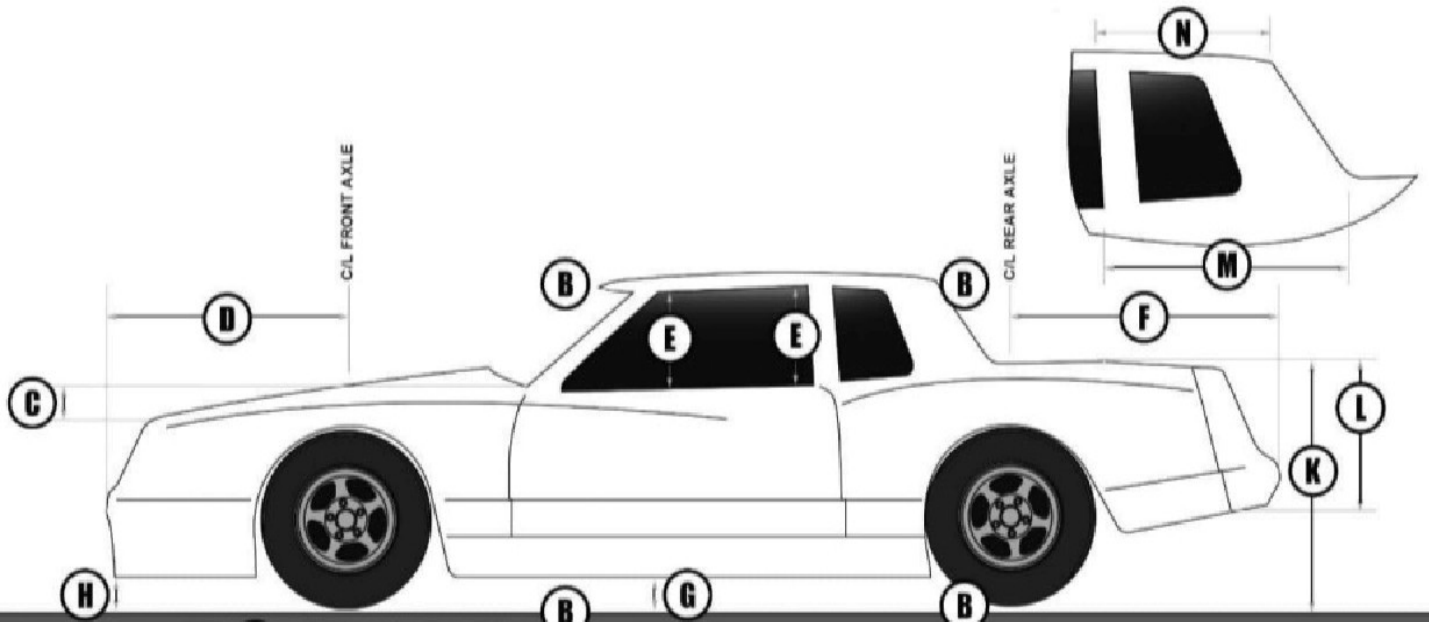
All required safety equipment and apparel must be in use anytime car is on track and may be inspected at any time. Fire suits with SSI rating of #1. No holes or torn fire suits allowed.

Fire resistant gloves and shoes must be worn at all times when car is on the track. If caught without them this will result in immediate disqualification.

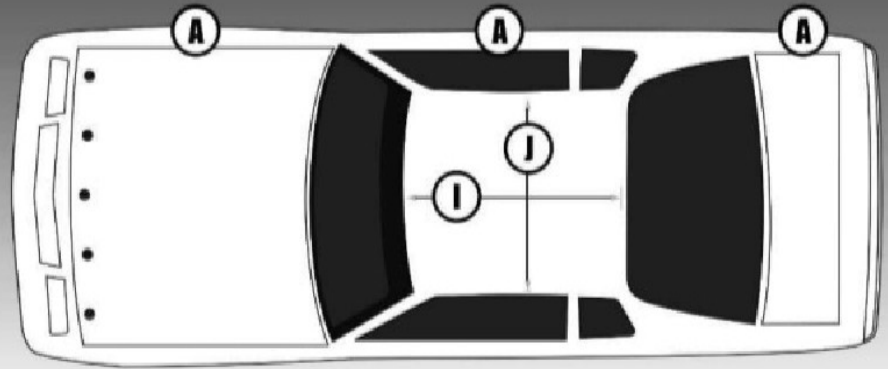
These and all rules will be strictly enforced. Just because it is not printed in the rules does not mean that it is legal. If you have any questions regarding rules check with tech officials for clarification.

No tech officials may change or add any rules.

Just because you may receive a text or phone call from any tech official does not make it legal. It must be printed in black and white. Tech officials are here to enforce the printed rules, not to change or make rules.



- A** REAR WIDTH - 65" MAXIMUM
DRIVER WIDTH - 68" MAXIMUM
FRONT WIDTH - 66" MAXIMUM
- B** OVERALL ROOF HEIGHT 58"
MAXIMUM (1" TOLERANCE)
- C** GRADUAL NOSE RAKE 4" MAXIMUM,
NO SHARP ROLLS OR BENDS
- D** 40" MINIMUM / 44" MAXIMUM
- E** WINDOW OPENING 14" MINIMUM
- F** 38" MINIMUM / 44" MAXIMUM
- G** 6" MINIMUM GROUND CLEARANCE
AT ANY LOCATION ON BODY
- H** MINIMUM GROUND CLEARANCE
ON COMPLETE NOSE PIECE 6"
- I** 56" MINIMUM / 59" MAXIMUM
- J** 46" MINIMUM / 50" MAXIMUM
- K** DECK TO GROUND 39" MAXIMUM,
ZERO TOLERANCE
- L** REAR QUARTER PANEL MUST HAVE
3" OF TAPER AT BOTTOM
- M** SAIL WIDTH AT BOTTOM 32"
MAXIMUM
- N** SAIL WIDTH AT TOP 24"
MAXIMUM



REFERENCE TO ABOVE DIAGRAHAM

- A. REAR WIDTH - 65 inch MAXIMUM
DRIVER WIDTH - 68 inch MAXIMUM
FRONT WIDTH - 66 inch MAXIMUM
- B. OVERALL ROOF HEIGHT 58 inch MAXIMUM (1 inch TOLERANCE)
55 inch MINIMUM AT FRONT. NO FLAT OR SLOPED ROOFS.
- C. GRADUAL NOSE RAKE 4 inch MAXIMUM. NO SHARP ROLLS OR BENDS
- D. 40 inch MINIMUM / 44 inch MAXIMUM
- E. WINDOW OPENING 14inch MINIMUM
- F. 38 inch MINIMUM/ 44 inch MAXIMUM
- G. 6 inch MINIMUM GROUND CLEARANCE AT ANY LOCATION ON BODY
- H. MINIMUM GROUND CLEARANCE ON COLMPLETE NOSE PIECE 6 inches
- I. 56 inch MINIMUM/ 59 inch MAXIMUM
- J. 46 inch MINIMUM / 50 inch MAXIMUM
- K. DECK TO GROUND 39 inch MAXIMUM, ZERO TOLERANCE
- L. REAR QUARTER PANEL MUST HAVE 3 inches TAPER AT BOTTOM
- M. SAIL WIDTH AT BOTTON 32 inch MAXIMUM
- N. SAIL WIDTH AT TOP 24 inch MAXIMUM
SAIL must be mounted with back edge in line with center of rear end (+/- 4") and set forward.

In the case of flat tire or body damage from the results of a wreck, the tech officials will use common sense in order to make the correct call on any measurements.

** THESE REVISIONS WERE MADE TO THE ORIGINAL PROPOSED 2025-2030 RULES. HOWEVER SOME CIRCUMSTANCES MAY ARISE THAT MORE REVISIONS MAY HAVE TO BE MADE. IT IS THE RESPONSIBILITY OF THE DRIVER, OWNER, OR CREW CHIEF TO READ AND UNDERSTAND THESE RULES.

IF THERE IS ANY MISUNDERSTANDINGS OR DIFFERENT INTERPRETATIONS OF THESE RULES, ALL-TECH RACEWAY WILL HAVE FINAL DECISION!!!

In tech area immediately after any race (heat, feature or B-mains), only driver and one other person will be allowed in tech area. Any infractions of this will lead to disqualification.

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