

LATE MODEL SUPER TRUCK
2012 RULES & REGULATIONS

(Red Denotes Changes In Rules)

IMPORTANT NOTE: Anyone entering the pit area must be properly registered. Track Official in charge has the right to refuse any entry. Must be 14 years old to compete and both parents must sign release form.

1. ELIGIBLE MODELS APPROVED FOR COMPETITION:

Chevrolet: 1500 series

Ford: F150 series

GMC: 1500 series

Dodge: Ram 1500 series

Toyota Tundra series

2. WHEELBASE: Minimum 112".

3. TREADWIDTH: Maximum tread width sixty-five (65) inches + or - 1/2".

4. STEERING: Rack and pinion steering permitted. Power Steering permitted. All trucks must have a removable steel steering wheel.

5. CHASSIS:

A. A perimeter, same offset right and left tubular steel frame must be used, minimum 2" wide x 3" high tubing .083 inch thickness. A stock front frame may be used. The centerline of front and rear sub frame must be within 1" of the tread width. Rear sub frame may be over or under rear axle. Under-axle frame must be 2" x 3", .083 rectangular tubing and extend min. 4" past rear axle. 2" x 2", .083 tubing may extend to rear bumper. No bolt on front or rear sub frames permitted. Minimum chassis and/or body ground clearance 4".

B. Coil over gas shock absorbers may be used. Maximum one (1) shock per wheel. No remote adjustable shock allowed. Shock must be removed to adjust.

6. ENGINE IDENTIFICATION:

In the engine rules the types of engines referred to as engine A, B & C.

Engine A - Late Model Stock Rules

Engine B - Optional Stock Engine

Engine C – **GM Crate Motor ZZ4/24502609 GM Circle Track/88958603**

7. WEIGHT:

Engine A with a 7448-350 CFM carburetor must have a minimum total weight of 2800 lbs. Minimum right side weight, before race, 1200 lbs and minimum ground clearance of 4".

Engine B must have a minimum weight of 2700 lbs, minimum right side weight, before race, 1150 lbs and minimum ground clearance 4".

Engine C must have a minimum weight of 2800 lbs. Minimum right side weight, before race, 1200 lbs and minimum ground clearance of 4". Weight of trucks may be increased or decreased to assure an equal competitive race program. All trucks are weighted with gas, oil, water and DRIVER included. All weights must be painted white with truck number on it.

8. ENGINES:

A. (Engine A & B) Must be standard factory production with standard external measurements in all respect. Removal of material from the engine block, with the intent of weight reduction, will not be permitted. No aluminum blocks permitted. Internal polishing, porting, altering and/or relieving of engine parts are not permitted.

Displacement as follows:

- 1. General Motors: 350 cubic inches plus .060 inches overbore per cylinder including wear.
- 2. Ford: 351 cubic inches plus .045 inches overbore per cylinder including wear.
- 3. Chrysler Corp: 360 cubic inches plus .045 inches overbore per cylinder including wear. Hydraulic or sold lifters are permitted. Lifters must be the same size as original equipment. No mushroom type lifters permitted. Roller rocker arms permitted.

B. (Engine C) All crate engines must be stock as purchased from manufacture. If parts are found illegal they will be confiscated and a fine placed on driver. Carburetor must be the same as purchased.

C. Engines may be interchanged in any make and model truck.

9. CAMSHAFT: Hydraulic or flat tappet cam allowed. No roller cams allowed. Engine B will have a maximum lift at valve tip .475. Flat tappet camshaft only on Engine B.

10. CRANKSHAFT:

A. (Engine A): Only standard steel or cast iron production design crankshaft permitted. If aftermarket crankshafts are used, they must be identical in appearance and constructed as an OEM crankshaft. Stroke may not be increased or decreased. Balancing is permitted. Counterweights must be the same shape, may be polished, but they cannot be knife-edged, undercut or drilled to lighten the crankshaft. The rod bearing journals may be drilled. The main bearing journals may not be drilled. When weighting crankshafts, the minimum weights listed below shall include the timing chain sprocket. The following dimensions are the minimum specifications for crankshafts:

| | <u>Rod Journal</u> | <u>Weight</u> |
|----------------|--------------------|---------------|
| General Motors | 2.100 minus .030 | 50 Pounds |
| Ford | 2.100 minus .030 | 50 Pounds |
| Chrysler | 2.100 minus .030 | 50 Pounds |

B. (Engine B): Only OEM crankshafts allowed. Stock stroke only. No lighting or knife- edge. No de-burring on crankshaft. Balancing only permitted. Only standard OEM steel elastomer-type harmonic balancers permitted. Electronic switching devices or sensors are not permitted on the harmonic balancer, crankshaft or flywheel.

11. PISTONS AND CONNECTING RODS:

A. ENGINE A: Any flat top three (3) ring piston may be used. Valve reliefs may be cut into pistons.

ENGINE B: Only a 600-gram (piston and pin) piston will be allowed.

B. Only steel piston pins maintaining a minimum of .927 inch may be used.

C. No portion of the piston may protrude above the top of the block surface.

D. Engine A & B the use of coatings of pistons will be permitted.

E. Only solid steel connecting rods permitted. No hollow beam rods are permitted. All rods must maintain the minimum/maximum rod lengths listed below:

| | <u>Minimum</u> | <u>Maximum</u> |
|------------------|----------------|----------------|
| General Motors | 5.700 | 6.250 |
| Ford "Windsor" | 5.954 | 6.250 |
| Ford "Cleveland" | 5.778 | 6.250 |
| Chrysler | 6.000 | 6.250 |

NOTE: Engine B will only allow a stock length rod.

12. FAN: Removal of a belt is not permitted. The engine-cooling fan must meet the following requirements:

- (1). Only **STANDARD STEEL** fan with a minimum of four blades shall be used. Electric fans permitted.
- (2). The pitch of the fan blades may not be changed; however, the blades must retain standard size, width and length for make and model.

- (3). Minimum diameter of fan shall be no less than 14 inches.
- (4). Fan blades shall be a minimum of 3.5 inches wide.
- (5). No flat fan blades permitted.

13. FAN SHROUD AND DUCTS: A fan shroud (guard) must be installed. The fan shroud cannot extend more than 1 inch beyond the fan blades.

14. STARTER: The self-starter must be in working order and in stock location. Only standard factory OEM production starters permitted. All trucks must start under their own power.

15. ENGINE OIL PANS AND OIL COOLERS:

A. Oil pans and oil coolers must meet the following requirements:

- (1). Oil pans must be made of steel and must be approved by Track Official.
- (2). Oil pans must be wet sump type and manufactured using a stock production type pan with a sump reservoir added to the bottom. All bolt holes and bolthole flanges must be visible. No kickouts are permitted between the bolt on flange and the top of the added sump.
- (3). Engine oil coolers may be either an oil to air or an oil to water heat exchanger mounted forward of the engine firewall. All oil coolers and their installation must be approved by Track Official.

16. CLUTCH ASSEMBLY:

- A. The clutch assembly must be bolted to the flywheel located inside the bell housing.
- B. Multiple disc clutches will be permitted. The disc clutch housing assembly and cover must be made from aluminum or steel.
- C. Only magnetic steel discs and magnetic steel pressure plates will be permitted.
- D. The minimum clutch disc diameter permitted is 5-1/2 inches.

17. HEADS:

A. (Engine A) Cylinder heads must be Track approved. Cylinder heads must be stock cast iron production only. Limited of two valves per cylinder. No titanium valves or valve springs permitted. No port matching or flow work is permitted. The head stud or boltholes cannot be offset or drilled off-center for the purpose of moving the head in any direction. A maximum of three (3) angle valve jobs are permitted. When cutting the valve seat angles, no stone or grinding marks are permitted above the bottom of the valve guide. All cutting in reference to the valve job and bowl area must be centered off the centerline of the valve guide. No radius cuts permitted. Upon completion of the valve job, the bowl area under the valve seat down to the bottom of the valve guide must still be the same configuration as far as shape and finish as it was from the manufacturer. Surfaces and/or edges where the cutter or stone has touched must not be polished. No hand grinding or polishing is permitted on any part of the head. Only Chevrolet part number 14011058 and 10134392, casting number 14011034, heads are permitted in GM models. The Chevrolet head, part number 10051108 is not eligible. Chrysler W-2 cast iron head are permitted. Any stock production cast iron is permitted on Ford models. Ford part number M-6049-N351 cast head is permitted.

The maximum valve sizes as measured across the face of the valve are as follows:

| | Intake | Exhaust |
|-------------------|---------------|----------------|
| General Motors: | 2.020 | 1.625 |
| Ford "Cleveland": | 2.046 | 1.656 |
| Ford "Windsor": | 1.8437 | 1.5469 |
| Ford M-6049-N351: | 2.020 | 1.600 |
| Chrysler Corp: | 2.020 | 1.625 |

External modifications will not be permitted. Heads are limited to a minimum 62 cc combustion chamber. The combustion chamber may be machine cut, beside the valves only, to equalize the chamber cc. No other machining or grinding will be permitted.

B. (Engine B) The optional 8 cylinder engine will only be allowed to run a World Products (Dart) aftermarket head Chevy - #4351 & 4361; Ford - #M6049; Chrysler - #P4529269. No titanium valves permitted. All heads

are limited to a minimum of 62 cc combustion chamber. Three (3) angle valve jobs permitted - no cutting in pocket lower than OEM cuts. The maximum valve sizes measured across the face of the valve are as follows: General Motors: Intake - 1.940 Exhaust - 1.500 - Ford & Chrysler: Same as engine A

18. CARBURETOR:

A. (Engines A & B) Any Track approved two barrel carburetor properly installed will be permitted. Track has approved the Holley 2300 two-barrel carburetor model number 7448 with a venturi size of 1 3/16 inches and maintaining a throttle bore maximum size of 1 Y2 inches.

The rework guidelines for the Holley 2300 series carburetor are as follows:

(1). BODY OF CARBS: No polishing, grinding or drilling of additional holes permitted. The maximum size for the air bleed holes in the top of the carburetor body will be .080 inch for all four holes.

(2). CHOKE HORN: Choke horn may not be removed.

(3). BOOSTERS: Boosters may not be changed. Size or shape must not be altered. Height must remain standard.

(4). VENTURI: Venturi area must not be altered or reshaped in any manner. Casting ring must not be removed.

(5). BASE PLATE: Alterations to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates and drilling holes into the carburetor will not be permitted.

(6). BUTTERFLIES: Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard.

(7). THROTTLE SHAFTS: Shafts must remain standard and must not be thinned or cut in any manner

(8). CARBURETOR SPACER: Carburetor spacers must be Caraway Speedway approved. Only a one-piece aluminum carburetor spacer, a minimum .700-inch, maximum .750-inch in thickness, must be installed between intake manifold and carburetor. The spacer must be centered on the intake manifold and have two holes with 1 Y2 inch openings that match the base of the carburetor. Holes must be cut perpendicular with base of carburetor. No taper or bevels, or any modification permitted. A one-piece gasket maximum .065 inch thick must be installed between the carburetor and spacer. A one-piece gasket maximum .065 inch thick must be installed between the spacer and intake manifold. Only one (1) gasoline cartridge type filter may be used between the fuel cell and fuel pump. A fuel filter on the pressure side of the fuel pump may only be used at the carburetor fuel bowl inlet. The location and size of the filter must be acceptable to Track Official.

B. The Holley 4150 Four-barrel 390 CFM carburetors with a venturi size of 1 1/16 inches and a throttle bore size of 1 7/16 inches is approved for use on **CHEVROLET** Crate Engines **ONLY** A one (1) inch spacer will be allowed between the carburetor and intake. All other spacer rules apply.

19. AIR CLEANER AND AIR INTAKE: Air cleaners cannot be removed during practice or competition.

A. AIR CLEANER AND AIR FILTER: Only Caraway Speedway approved round air cleaner element minimum 12 inches and maximum 14 inches diameter will be permitted. A Caraway Speedway approved complete dry element - minimum 1 Y2 inches - maximum 4 inches high, must be used in the air cleaner at all times. All air shall be filtered through element. The air filter element may not be sprayed or soaked with any type of chemicals or liquids. Only a round metal air cleaner housing is permitted. The top and bottom of the air cleaner must be solid and must be the same diameter. No lips or expanded edges are permitted. The air filter housing must be the same diameter as the air filter element. The air cleaner housing must be centered and sit level on the carburetor. The bottom of the air cleaner housing must be lower than the top of the carburetor choke horn. No tubes, funnels or any device, which may control the flow of air, is permitted inside of the air cleaner or between the air cleaner and the carburetor.

B. AIR INTAKE: Cowl air induction is not permitted. Absolutely no ducts or baffles permitted on or leading to the air cleaner or element. No fresh air openings of any type are permitted in the hood or cowl area.

20. ELECTRICAL SYSTEM:

A. All ignition systems must be acceptable to Caraway Speedway officials. No magnetos or computerized systems are permitted. No adjustable timing controls permitted. Race trucks will not be permitted to carry

onboard computers, microcontrollers, processors, recording devices, electronic memory chips, traction control devices or digital readout gauges.

B. Battery must be completely boxed and strapped securely in an appropriate position.

21. LUBRICATION SYSTEM: No Dry-Sump Systems permitted. No external oil pumps or tanks permitted. Oil cooler are permitted. No oil drain lines permitted. No inside valve cover oiling systems permitted. No quick disconnect fittings will be permitted.

22. EXHAUST SYSTEMS:

A. Headers may be used. **MUST EXIT TO REAR OR SIDE OF TRUCK PAST DRIVER. DO NOT EXIT DOWN ONTO TRACK, COLLECTOR TYPE REQUIRED.**

B. Scavenge lines and/or hoses will not be permitted between the engine and exhaust system.

23. INTAKE MANIFOLDS:

A. (ENGINES A & B) Listed below are the only approved intake manifolds approved by Caraway Speedway. These manifolds must remain as manufactured. No port matching or flow work permitted. Manifolds must not be painted. All part numbers are current design Edelbrock Performer series intake manifolds. Older design manifolds with the same number are not permitted.

1. Chevrolet: Edelbrock – Part Number 2101

2. Dodge: Mopar – Part Number P5249572AB (this number appears on the intake manifold and is to be used to order this part). This intake manifold must be used with a 9.200 inch deck height engine block.

3. Ford: Ford Performer Intake Manifold – Part Number M-9424-C358

B. The intake manifold material must be aluminum. Magnesium or other exotic materials will not be permitted.

24. ENGINE LOCATION: All engines/all trucks: two (2) inch maximum set back, center of number one (#1) spark plug hole with the center of upper ball joint. Checked with a caster on left front set at 1 1/2 degrees positive maximum. Minimum 12” crankshaft to ground clearance.

25. TRANSMISSIONS: Only Standard production three (3) and four (4) Speed OEM transmissions, which are available through regular dealer channels, are permitted. No aftermarket special production transmissions are permitted. Five speed transmissions with gears removed are not permitted. All forward gears and reverse gear must be in working order and they must be operational from inside the driver’s compartment. No automatic transmissions allowed. No quick-change transmissions allowed. All trucks must have an approved scattershield or steel bell housing.

26. DRIVE SHAFT:

A. The drive shaft, universal joints, and yokes must be steel or aluminum and be similar in design to the standard production type.

B. Two (2) 360 degree solid brackets not less than two (2) inches wide and 1/4 inch thick, must be placed around the drive shaft and fastened to the cross members of the truck.

C. All drive shafts must be painted white.

27. REAR END ASSEMBLY:

A. The center of the rear end housing must be within 1/2 inch of the centerline of the tread width, front and rear.

B. Only the following differentials will be permitted:

(1) Only Detroit locker ratchet type limited slip differentials will be permitted. When this type differential is used, one (1) wheel, when jacked up with the transmission engaged, must turn freely by hand for one (1) full turn - 360 degrees.

(2) **Locked** rear drive axle assemblies (solid spool) will be permitted. When jacked up, both rear wheels must rotate in the same direction and the same rotational distance at all times. One (1) wheel, when jacked up, must not rotate in any direction.

C. Only quick-change rear end center sections with a minimum cross section height of 12 inches at the center of the rear axle with a side bell minimum diameter of 12 inches and magnetic steel spur gears on the back side will be permitted. Only a magnetic steel lower jackshaft and driveshaft yoke will be permitted in the quick-change rear end section.

D. Full floating rear axle is mandatory, but must not alter the tread width or general appearance.

E. Cambered rear axle housings will not be permitted. The method used to check camber will be the Track Officials' option.

F. If rear axle housing support bars are used; they must not have any method of adjustment.

G. External oil pumps and oil coolers will not be permitted.

H. Heating pads and/or blankets will not be permitted for warming the rear end assembly. **NO CAMBERED REAR ENDS ALLOWED. NO REAR SWAY BARS ALLOWED**

28. BRAKES: Single/Multi piston disc brakes will be permitted front and rear. Brakes must be installed on all four wheels. Only magnetic cast iron or magnetic cast steel round brake rotors will be permitted. Rotors must not be drilled, slotted or grooved. The brake rotors must be bolted to the hubs.

29. BODIES:

A. Body Panels must not be altered as to configuration.

B. The front header panel must be stock appearing with stock dimensions and contour.

C. Body Height - Cab and bed must maintain stock height. No chopping or channeling.

D. Ground Clearance – All trucks must maintain a minimum ground clearance of four (4) inches at all times, measured anywhere along the frame rails or body panels. NO skirts of any kind can extend below any body panel.

E. Floors - must be complete and in standard position, no tunnels or air ducts. Floors may be raised ten (10) inches from drive shaft tunnel to the top of the door on the passenger side. All trucks must have magnetic steel firewalls and sheet metal not less than 24 gauge (0.025 inch thick).

F. The hood may be made of reinforced fiberglass or plastic, but must maintain stock configuration.

G. Dash - must have a complete dash.

30. SPOILERS:

A. FRONT AIR DAM: The front air dam must be mounted perpendicular to the ground at the trailing edge of the front bumper or nose area. The front air dam must maintain a minimum ground clearance of four (4) inches. All support brackets must be mounted to the rear of the air dam.

B. REAR SPOILER: A non-adjustable spoiler not exceeding five (5) inches in height and not more than sixty (60) inches in width may be attached to the rear tailgate. Spoiler must be solid, non-adjustable and control the flow of air over one surface only. No rudders or forward mounting brackets are allowed.

31. BUMPERS: All trucks must have a hook, front and rear, to enable a wrecker to hook up without delay.

32. GLASS: All glass must be removed except windshield and rear view mirror. Each car must have full windshield made of lexan. Rear Window Glass: The use of lexan in lieu of standard rear window glass has been approved. All window glass must be secured with "pop out straps".

33. SAFETY:

A. All drivers must attend the driver's race meeting each week held in the inspection building.

B. At all times, before going onto the racetrack, drivers must wear an approved helmet, driver's uniform and seat belts. The window net must be secured in the proper position.

34. HELMET:

A. Drivers should wear a helmet carrying at least a valid SA 1995 or SA 2000 Standard Snell Sticker at all times on the racetrack. The driver should wear the helmet in accordance with the directions provided by the

helmet supplier and/or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness.

35. DRIVER'S UNIFORM:

A. It is mandatory that at all times driver wear driving suit of fire resistance material that effectively covers the body. It is recommended that driver wears gloves, socks and underwear made of fire resistance material.

36. WINDOW SCREEN:

- A. A nylon window screen must be installed in the left side door opening.
- B. The window screen must be a rib type, made from 3/4 inch wide nylon material with a minimum one (1) inch opening between the ribs.
- C. The minimum window screen size shall be 22 inches wide by 16 inches high.
- D. All window screen mounts must be welded to the roll cage.
- E. The window screen, when in the closed position, must fit tight and be secured with a quick release type latch at the top on front only.

37. SEAT BELTS:

- A. Each car should be equipped with a NASCAR approved seat belt restraint system. The seat belt and shoulder harness should not be less than three (3) inches wide.
- B. The seat belt restraint system should be installed in accordance with the directions provided by the system supplier and/or manufacturer.
- C. The manufacturer's label should not be located under the adjusting mechanism when the driver is buckled in the seat and has tightened the seat belts and shoulder harness. If the label is under the adjusting mechanism, the label should be removed or relocated in a manner that does not affect the integrity of the belt material. The date of manufacture should remain visible on the belts at all times.
- D. The driver should use the seat belt restraint system at all times on the race track, in accordance with the instructions and/or recommendations of the system supplier and/or manufacturer.
- E. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TRACK OFFICIALS, OR THE PROMOTER, TO INSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS ARE NASCAR APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.**

38. SEATS:

- A. Only custom-manufactured aluminum seats acceptable to Track Official should be used.
- B. All seats should have padded side protectors and padded aluminum seat leg extensions on the left and the right side.
- C. A padded headrest acceptable to Track Official should be used. All roll bars and other hard surfaces around the driver's seat should be padded with impact absorbent material acceptable to Track Official.

39. FIRE CONTROL:

- A. Race cars must have an approved fire extinguisher securely mounted within reach of driver. This extinguisher must be mounted on an approved mounting bracket (no extinguisher may be taped to roll bars) or mounted in door area.
- B. It is recommended that each car have built in fire extinguishing equipment, but it cannot be a dry powder type (must be 1301 halon or equivalent). All entrants should have in their pits, at all times, a fully charged ten (10) pound capacity dry powder fire extinguisher or it's equivalent showing a current inspection certificate.
- C. It is mandatory that at all times driver wear driving suits of fire resistance material that effectively covers the body. It is recommended that driver wears gloves, socks and underwear made of fire resistance material.

40. ROLL BARS:

- A. Steel .083 roll over bars are compulsory. No aluminum or other soft metals permitted. They must be approved by officials. Front and rear bars must be connected at top (cage type) and bottom on both sides at seat

height. Side roll bars are compulsory and must extend into door panels (minimum of four (4) on left side and four (4) on right side) with additional support on back of the roll bar. Left door bars must be convex in shape, with some arch. An additional roll bar must be installed across bottom of dashboard, from left bar leg to right roll bar leg. All trucks must have a center windshield bar. Driver's door bars must be covered with steel plate minimum 1/8" thickness.

B. Roll bars must be welded and must be no less than 1 3/4 inches thick. All welds must have gusset plates and no less than .083 steel, NO pipefittings allowed. Only round seamless tubing permitted. Roll bars in driver area must be padded and taped with foam rubber from bottom of left window to center of top.

41. FUEL CELLS:

- A. All trucks must have a fuel cell.
- B. The maximum fuel cell capacity 22 gallons, including filler spout and overflow. No materials other than standard foam supplied by the fuel cell manufacturer are permitted to make the fuel cell meet the 22-gallon capacity.
- C. Fuel cell check valve is required and acceptable to Track Official.
- D. Fuel cell container must maintain a minimum ground clearance of eight (8) inches.

TRACK FUEL ONLY! MUST BE PURCHASED AT THE TRACK!

42. WHEELS:

- A. All wheels must be fifteen (15) inches in diameter. All wheels must be the same width and offset.
- B. Rim width cannot exceed ten (10) inches.
- C. Wheel spacers, if used, must be the same on all four (4) wheels.
- D. Heavy duty lug nuts and bolts must be used.
- E. Tape will not be permitted on the wheel.

43. TIRES: Hoosier F45 Scuff Tires are to be purchased from tire supplier. The only air in tires will be supplied by tire trailer **ONLY!**

44. IDENTIFICATION: Numbers must be at least 18 inches high and neatly painted on both sides of the truck on the center of door. A number 24 inches high must be painted on the roof, reading from the driver's side. The use of number decals is acceptable if the number is legible. Foil number decals are not permitted. If numbers are not legible, the Track Reserves the right to make you change your markings. Block type numbers six (6) inches high, white in color, must be attached to the uppermost corner of the windshield on the right side, and also on the rear tailgate. The speedway will maintain a registry of numbers. **ALL DRIVER'S WILL BE ASSIGNED A NUMBER BY CONTACTING THE SPEEDWAY OFFICE.** If you register for a number, and do not compete within four events of registering, the track reserves the right to re-assign the number. Only single or double digit numbers permitted, 00-99. No alphabet number allowed. Track officials have the right to temporarily change numbers to avoid duplication.

NOTE: Equipment or specifications not considered herein does not necessarily mean approval. Trucks that exceed maximum or minimum specifications may be permitted to compete with a weight penalty imposed. Must be approved by Caraway Speedway officials before competition.

For additional information contact Darren Hackett at the speedway office (336) 629-5803.