

2026 PROPOSED RULE UPDATES

DECEMBER 08, 2025

GENERAL RULES

DRIVER'S ACKNOWLEDGMENT:

Unsportsmanlike conduct such as hand gestures, foul language, throwing of objects, on-track retaliations or visual display of bad temper by drivers or their crew and owners will result in appropriate penalties. A "start and park" is hereby deemed to be unsportsmanlike, and penalties will be determined by CNS officials.

Helmets:

Helmets must meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc. Current specifications require that helmets meet a minimum of SA-2020 standard and that NO motorcycle approved helmets are used in automotive competition.

Window Net:

All divisions will have window nets except F-8 and visiting classes where they are not required. Driver's window nets must be constructed of no less than a 3/4" webbing and securely attached at the bottom with a quick release catch at the top. The forward edge of the window net, when in the closed position, should be in line or forward of the steering wheel. The net's upper and lower mounts must be welded to the roll cage. Nets are required at any time the car is on the racing surface. No object may be attached to the window net at any time. The rationale is: this changes the rating of the window net, thus making it a safety violation. It may also impede the ability of safety workers in the event of an emergency. Examples of they include hanging stuffed animals or wire-tying Lexan to them. Window nets must be in good condition.

Aluminum Seat/Mounting:

Only aluminum full containment seats are permitted. Carbon fiber seats only permitted in Super Late Model, Pro Trucks, Late Model, And Grand American Modifieds. The use of a fiberglass type seat is not allowed. Seat must be located a minimum of 8 inches from left side door bars to the center of the seat. Head surround type seats with appropriate shoulder supports are **mandatory**. They shall provide rigid support around both sides of the helmet and across the back. No car or truck will be allowed to participate in any on track activities without a head surround and shoulder supports properly installed on the seat. Mounting and configuration must be approved by CNS tech officials.

Transponder Location:

Required for all oval track cars. Transponder Location will be 160" from the most forward part of the body or bumper. This will apply for all divisions except Legends, Bandoleros, and Sprint cars. Bandolero transponder location will be on the front of the foot box. Legend transponder location will be right side panhead bar upright.

CAR/TRUCK NUMBERS: No more than two numeric digits will be allowed for any car/truck, including Trains. Numbers must be legible; they must be a minimum of 20 inches in height with 4 inches of spacing between them. Trains are required to have a minimum of 30 inch numbers. Numbers must be easy to read from both sides and the top number is to be oriented for passenger side view. Numbers must be centered and in a contrasting color to the body paint. Any letter added to or included with a car number must be at least 12" tall and clearly visible on all sides of the car / truck. Additionally, numbers that are 6 inches in height must be on the right front nose and right rear tail light cover. If a car / truck does not meet the entire requirement regarding number specifications, it

will not be scored and therefore no purse or points will be awarded. Duplicate numbers must include the first letter of participants' last name following said number.

DECALS: NASCAR Weekly Racing Series decal packs and CNS contingency sponsor decals will be provided to each competing team and are required for competition and awards. It is mandatory for all divisions to reserve 6" of windshield for division sponsor decal. All the decals of the various manufacturers who support the NASCAR Weekly Racing Series must be displayed on the front fender area as indicated by NASCAR. Use of the displayed products may also be required. All vehicles must have the required vehicle weight posted on the passenger side A-Pillar.

TIRES:

Tire Management Requirements: The first scheduled night of your division will be the first night of your per-night cycle. You will put new tires on your first scheduled night of competition and run them consecutively for 2-5 nights of competition depending on the Division; then you will start the cycle over in alignment with the completed CNS scheduled nights.

*Tires will be counted for cycle by night and not by race. (example: Saturday night double feature will count as 1 night)

* At the start of each cycle, you are eligible to purchase **up to 5 tires**.

* If you initially purchase **4 tires** and later damage one, you may purchase your **5th tire** as a replacement.

* If you purchase **all 5 tires** at the beginning of the cycle and later damage one, you must use the **5th tire** you already have as the replacement.

Not starting on the first race of a cycle: If any competitor chooses to compete when they are out of cycle with the scheduled cycle, they will compete under these penalty rules:

*** Penalties Under evaluation, Will be noted on next Proposed rules***

Crate Motors

- No crate motors without GM bottle cap seals.

Radios:

Two-way radios are required in the Super Late Model, Late Model, ProTruck, and G.A.M. divisions.

Two-way radios are not permitted in Figure-8, Legends, Super Stocks, Pure Stocks, or Bandoleros. An area will also be reserved in the Pit grandstands for a maximum of two crew chief's or crew member's with radio communications to his/her driver during **"A" Main Events and Qualifying Events**.

RED Signifies the RACE IS STOPPED!!!

The race must be stopped immediately regardless of the position of the vehicle on the track. **ALL drivers will be brought to a complete stop and will be directed by CNS official**. Any driver that has not come to a complete stop immediately will be directed to the pit when it is safe to do so and disqualified. *It is imperative that the flags are followed!* In the event of a Red flag, lineups will be determined by the yellow flag rule. **Absolutely no one** from the pits is allowed onto the track or infield during a Red flag. Safety crews, ambulance personnel, and track officials are the only people permitted to assist at the scene of an accident. Vehicles that are not ready or prepared to race will be pushed into the pits or infield and not allowed to further compete.

POST RACE POLICY

- Important note – Immediately following each main event, the **top 5** cars/trucks and possibly mystery guests will report directly to tech without stopping anywhere in the pit area. Failure to follow this rule will result in automatic disqualification, with no purse or points for that event

ROUGH DRIVING:

If a driver causes another competitor to spin, and if in the opinion of CNS officials, it was anything other than a normal racing incident. **All involved to rear**. Driver intent is not judged, only the results. Normally, this means being put to the rear of the field, however, more severe penalties may be levied for repeat offenses or for extreme cases. This is a decision call on the part of CNS officials and is **not** subject to appeal. Any vehicle intentionally hitting another vehicle will be parked immediately, penalized finishing position, and/or fined. Any driver who stops their vehicle on the track to confront another driver or official will immediately be ordered to the pits.

DQ for event, No Points and/or No Money & \$50 FINE; or other appropriate penalty as determined by CNS Management.

For speeding in the pits, a violation only needs to be witnessed by one CNS Official and is NOT open for discussion. A second offense will be assessed a **\$150** fine. Subsequent infractions can result in suspension from future CNS events at CNS official discretion.

ROOKIE OF THE YEAR:

Rookie honors will be available to Super Late Model, Late Model, ProTruck, Grand American Modified, Legend, Bandoleros, Super Stock, Pure Stock, and Figure-8 divisions, provided the following requirements are met: Driver may not have competed in more than 5 Main Events in the specific division he/she wishes to compete in for Rookie honors. You must declare rookie status by marking the “Rookie” application block noted on the Vehicle Registration Form. A completed rookie application must accompany a completed car registration form. To be eligible for rookie status the driver cannot have competed **twice** in an upper division, and must provide CNS management with adequate experience information. If two or more competitors are tied in points at the season’s end, the CNS Rookie of the Year will then be determined by: 1) total number of Main Event wins; (if still tied), total number of Main Event second place finishes, etc. respectively, until the tie is broken

APPEAL PROCEDURE:

- Because there is no charge to file this Appeal, CNS management reserves the right to refuse to consider any Appeal which does not meet basic minimum standards. **Appeals must be supported by legitimate grounds, Not for personal opinions or disagreements**. However, the Appealing Party is responsible for any Fees and Costs incurred as a result of the Appeal.

PURE STOCK

DRIVER ELIGIBILITY: This is an entry level race division. You (The Driver) must be at an entry level. If you have finished in the top 10 in points in the last four (4) years in any other division at CNS or have ever won a main event race in another division at CNS, you are not eligible to compete in this division. If you have ever raced any upper division, you are not eligible to compete in this division. Figure-8 drivers and Super Stock drivers may compete in the Pure Stock division if they have not won a feature event or won a championship in those divisions. If a driver wins a main event 5X or more, they will be required to move up to a higher division at the end of the season. If the 5th win comes in the middle of the season, the driver will be eligible to finish the season out as a Pure Stock driver.

Engine specifications

3.11 Aftermarket v belt pulleys are allowed.

Rear End

12.3 max: 5.19

12.4 Welded gears only.

Super Stock

Weight:

25.1.2 Cars with a wheelbase 110" or less minimum weight with driver before the race must be 3450 lbs. Maximum left side weight is 55%.

25.1.3 All Leaf Spring cars and all Fords: minimum weight with driver before the race must be 3550 lbs. 52% left side max

Late Models

Body

1.5 Any other make or model up to Current year permitted, exception: muscle car bodies (Camaro, Mustang, Charger) up to current year allowed.

1.6 No Ultra light weight bodies will be permitted.

Grand American Modified

- | Letter | Max. | Min. |
|---------|---|-----------|
| A. | No MAX | 108" |
| B. | 38" | 28" |
| C. | 48" | 34" |
| D. | Body cannot go further forward than rear of engine block | |
| E. | 72" Or Past Back of Block. Right side, Left side may extend forward to cover foot box if necessary | |
| F. | 31" | 22" |
| G. | 52" | 42" |
| H. | 18" | 12" Vert. |
| Opening | | |
| I. | 68" bottom, 66" top – 61" | |
| J. | 52" | 44" |
| K. | 56" | 41" |
| L. | TIRES MAXIMUM 1" INSIDE OF BOTH BODY SIDES. (SHOULD WE ADD TIRES MUST BE THE WIDEST PART OF THE CAR, YOU SHOULD BE ABLE TO SEE SIDEWALL FROM TOP REAR) | |
| M. | DRIVER'S COMPARTMENT MUST BE TOTALLY SEALED FROM ENGINE AND RACE TRACK. | |
| N.*** | 8" MIN / WITHIN 2" FROM 90° ANGLE *SOLID PANEL | |

* Using a level or straight edge, must have between ½" and 2" clearance at rear of roof, ½" to 5" at front

1. FRAMES

- 1.1 1970 or newer, American made, passenger car frames only.
 - 1.2 Frame may be cut in rear only at a point not further than 36 inches from center of rear-end housing.
 - 1.3 Frame may not be widened or narrowed, must be full and complete on both sides.
 - 1.4 Front cross member may be notched for radiator clearance only.
 - 1.5 American passenger car frames only or unaltered impala copied aftermarket front clips allowed from Howe Racing#35809, Phils Phabrication #PH001, Thompson Motorsports #TMSMOD, Race Car Factory #5520, STR #1128F and must add 50lbs of existing weight cantered on the front crossmember. NOTE Any front clip not identical to an OEM Impala clip will be deemed illegal and that builder will be banned From building clips. Maximum 2-inch wide by 4 inch tall frame stiffener may be welded directly to the outside of the frame rail.
- 17.4 Aluminum cross shafts permitted. IMCA approved aluminum coil over kit is only permitted for the rear.

22.8 Fab Stub weight 2600lbs /50lbs on front cross member/25lbs on front right frame rail

