



2024 Nebraska Figure 8 Stock Class Rules

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Driver/Car Rules:

1. Car and Driver register as one and nothing can be switched throughout the night of racing even if car becomes non-repairable. Driver that registers car and is teched by the officials at the start of the night runs that car and no one else can race that car during that nights event.
2. Drivers are allowed to run multiple cars at an event. You will be place in the random draw to determine the heats for the cars. If multiple cars qualify for the feature the driver can choose which car he drives in the feature, but no other driver can drive the other car. The other car would automatically receive last place in the feature. If only one car qualifies for the feature. The car that qualified has to run the feature.
3. Drivers can run multiple classes during the night as long as car meets the rules for that class.

Conduct:

1. No Speeding in the Pits. Speeding in the pit area will not be allowed and will result in expulsion.
2. When in the pit area, make every effort to maintain a constant watch for your own protection.
3. Any driver who is under the influence of alcohol or other controlled substances will be disqualified and may be suspended from future events.
4. No Driver may get out of their car or stop on the racing surface to argue or discuss a race situation with the flagman or officials. Violation of this rule can result in disqualification from the event and loss of NeFigure8n points.
5. You and/or your crew members may not enter the pit area of another driver to argue over race situations. Concerns should be brought to race officials only.
6. Any fighting in the pit area will subject the offender, and the car they are associated with, to disqualification and may result in suspension from future races or loss of NeFigure8n points . The driver/owner of every car is responsible for their pit crew and their conduct.
7. Racing is a very emotional sport. As such, good sportsmanship is a keen element of any competitive racing program. This must include respect for all participants – drivers, owners, pit crews, officials, and fans.

8. Disqualification Rule: An intentional hit clearly done on purpose with intentions to damage another car or harm another drivers outside of normal racing. Can occur during racing action or red flag.

Suspension is determined by the officials officiating the event. All officials will be notified of the situation if they are not at the event. Officials will discuss the event and decide if a suspension is mandatory.

- First Offense: one race suspension and loss of points for that event.
- Second Offense: Will result in suspension for the remaining season and loss of all points earned for the year.

Head officials will notify the driver of suspension that night after the races.

Appeal: If the offending drivers can prove it was not intentional with video evidence or parts failure. (Brakes locked up, steering away, etc.) If appealing it will happen that night and be voted on by drivers in attendance from another class.

The offending driver is still allowed to attend future events as a spectator in both the stands or pits but is not allowed to race even if they bring a car to the race.

When a red flag comes out, STOP immediately. When a checker comes out, cross the finish and coast down to a stop. When you see a fire, STOP immediately. When you see a rollover, STOP Immediately. This will allow faster response by safety personnel. Don't use these situations to gain positions. We need emergency response IMMEDIATELY, we are losing time when cars don't stop right away. Seconds count when getting away from a fire. It could be you that needs the help. Watch the flagmen and the remote lights. Failure to respect this rule will result in consequences by Officials discretion.

Automobiles/Body:

1. Any stock American made steel top cars or station wagons. No convertibles, jeeps, hearses, limos, front wheel drives, 4x4s, AWDs, ambulance, El Caminos, rancheros or trucks allowed.
2. No swapping of entire bodies. Side panels are ok to replace with similar thickness of material as original car body. Roof, pillar, and hood must be OEM from original car made
3. All bodies must be bolted down using factory body mount holes. Body bushings may be removed. No welding of body to frame from cowl area to rear of car, radiator core support may be welded down to frame.
4. Radiator support may be reinforced with ONE 1 1/2" x 1 1/2" x 1/4" thick angle iron, or ONE 1 3/4" roll cage pipe from inside fender to inside fender on top of the radiator support. May have 1 support bar/pipe etc. welded between frame rails directly in front of radiator, 2 bars vertical, 1 bar across and 2 kickers from top of radiator support back to frame. MUST STAY AHEAD OF A Arms and no wider then frame rails. No square tube/bar from radiator support connected directly back to roll cage or dash bar. Only roll bar tube is allowed from radiator support to dash bar allowed as an engine loop. Two Straps 2" wide by 1/4" thick may be welded from bumper to top of radiator support, no wider then frame rails. Expanded metal or screen is allowed in front of radiator. No additional bars, Channel Iron, Tubing, Pipe, Deck Plating, ETC. Allowed.
5. Headlight area can be covered 12" in from corner of fenders and connected to front fenders. You may go back onto front fenders 6". Limit 14 gauge or less sheet metal. (Idea is just to tie the front fenders to the front end, so they don't tear off of car).

6. Rear corners of car can be done the same way with 6" from corner onto rear quarter panel around the back of car 6". Again maximum thickness 14 gauge sheet metal.
7. All bodies must have original steel firewall. All firewall holes must be covered by metal. Try to minimize cut out area for shifter rod.
8. May have steel under driver's seat and leg area from center hump to rocker panel welded or bolted to body or cage. May reinforce area on passenger floor board as needed to safely support battery.
9. No welding of floor pan to frame.
10. Must have drivers door and must be welded shut, can use 3" wide strap on door seams. Driver's door can be reinforced. A single rub bar can be installed from wheel to wheel. It may be welded or bolted. (NO GRADER BLADES OR TEMPERED STEEL THAT COULD SHATTER ALLOWED). You may also over lap 1/8" or thinner sheet metal from the rocker panel up the door.
11. Trunk must open or have at least 20" x 20" trap door **IF FUEL CELL IS IN TRUNK AREA.**
12. Driver and passenger compartment must remain open. No enclosed driver cockpits.
13. may reinforce front fenders. May reinforce inside of rear quarter panels and trunk area.
14. Single body steel. Any patching of body, rust or OEM holes must be no more than 1/16" thick and no more than 2" wider then damaged area and patched in single layer. No double or triple layering of metals allowed.
15. All glass, plastic, upholstery, lights, mirrors, moldings and chrome must be removed.
16. Car numbers required on both doors and on roof plate. Numbers on roof plate must be at least 12 inches tall. Letter may appear behind number and must be at least 6 inches tall. No four digit numbers allowed.
17. No adding of ballast or weight of any kind to the car.
18. A 3/8 rod may be welded around fender opening. Inner fender opening and outer fender opening may be bolted together.
19. Hoods must have 4 5"x5" plates welded to hood with at least two 5/8" diameter bolts going all the way down thru the radiator support and welded to frame. Back two mounts should also be connected to frame or something more than just sheet metal. Min 1/4" quick latch pins can be used instead of nuts.

Battery:

1. Securely fastened down and covered inside battery box. Plastic or wood battery boxes must be inside a complete metal container. Battery must be bolted down. Battery cover may held by bungees or straps.
2. Battery cables should have a hose slipped over them where they go through fire wall or where they pass across any sharp surfaces.
3. Make certain floor boards are strong enough to hold battery. You may put a plate under the car to create a sandwich effect, if floorboards are weak due to rust and etc.

Brakes:

1. All four brakes must work and must lock up on inspection.

Bumpers:

1. Must be OEM stock bumpers only. No reinforcing of bumpers by adding steel, and no metal or plastic aftermarket fronts.
2. Must be welded to frame. Plate can be no wider than 1" past bolt pattern.
3. No bumpers sticking out, must be capped so there is no gap between front bumper and front fender. Bumper contact area needs to be approximately knee high, bumpers too high or too low will be considered dangerous.

Drive Shafts:

1. Must be painted white. Must have at least one strap or chain under drive shaft approximately 18" behind end of transmission.

Engine: Stock means stock GM-GM, FORD-FORD, MOPAR-MOPAR

1. OEM factory heads only. No aftermarket heads.
2. OEM Cast iron factory intakes or OEM aluminum factory intakes. Aftermarket aluminum intakes allowed as long as it's not high rise or marine type. NO HIGH RISE OR MARINE TYPE INTAKES.
3. No porting, polishing or alterations of any kind to heads or intake.
4. Flat top or dish pistons only.
5. No roller rockers or roller tip rockers, no roller cams. EXCEPTION: (UNLESS OEM)
6. May have 2 or 4 barrel intake and may run 2 or 4 barrel carb. Must, be GM on GM, Ford on Ford, Mopar on Mopar, O.E.M.. Holley or Edelbrock carbs are illegal. May, use adapter to mount carb, but no spacers allowed. May, only use 1 gasket maximum thickness 1/4"
7. Fuel injected engines allowed. Electric fuel pumps must have roll over shut off or crash shut off.
8. Cast iron exhaust manifolds only, Headers can be ran and allowed either under car or through the hood.
9. Engine needs to be in OEM location.
10. Engine must be able to carry 17 inches of vacuum at 1000 R.P.M., vacuum cams are **illegal**. Must run a 1/4" vacuum line from intake manifold to driver's door post and plug it, so officials can remove plug and test vacuum without the need to remove hood
11. Factory steel pulleys only.
12. After market power steering pump allowed. (May have aluminum pulley on power steering pump)
13. Engine gauges allowed. (Tachometer, oil pressure, water, temperature, etc.)
14. All ignition rotors, caps, coils and modules must remain OEM-appearing. NO MSD INTERNALS.
15. Radiator must be in stock location.

Frame:

1. Repair of rails from rust or damage from front of hump forward must be of 1/8" flat steel or less, no angle, channel, or box iron. May, have flat iron on three sides.
2. Center of rear axle to back bumper can be replaced with 2x3 box tubing no thicker than 1/4" in the stock location.

3. Rear frame rails must be able to safely support bumper and protect fuel tank.
4. Uni body cars can connect front and rear rails together with 2x3 inch box tubing.
5. X brace on frame is allowed.
6. Plating of the rear hump is allowed 3/16" maximum. Bridge allowed under bottom arch of hump.
7. May install 1 cross bar/pipe between frame rails where gas tank was removed.

Fuel Tanks:

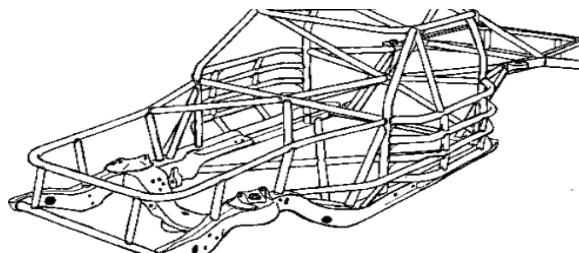
1. Fuel cell required and must have ROLLOVER/TIP valve installed with vent hose or aviation style cap and vent. Suggestion of 8 gallon capacity or less.
2. Must be in trunk area or back seat area. If fuel cell is in trunk area it must be well protected with a cage around it. If fuel cell is in back seat area floor pan drain holes need to be open.
3. All fuel cells must be securely fastened down. Fuel cell mounts shall be built in such a way as to avoid being damaged from a cross bar moving differently from body.
EXAMPLE: Don't fasten one side of the fuel cell to the body and the other side to a cross bar.
4. Original tank must be removed and not relocated.
5. Fuel lines running thru driver's compartment shall be routed thru a non-flammable tube or pipe.

Rear Ends:

1. Any rear end allowed with bolt in axles and drum, disk or pinion brakes. Housing braces allowed.
2. C clip axles are **illegal**.
3. Can be positive track by any method.

Roll Cage: Safety is Priority

1. Minimum of 4-point cage securely welded to frame. (If, it is a uni body/sub frame car, you must weld 6"x 6" or bigger plates to body and roll cage shall be welded to plates.) Roll cage halo loop must be reinforced on driver's side. Example: most circle track roll cages are braced from lower left side extending towards upper right side. Some already have an x brace design. When installing the driver side reinforcement, carefully place reinforcement so that it doesn't create a potential for head injury.
2. All bars within the reach of any part of the driver's body parts shall be padded.
3. Rear kickers are allowed, but must stay in trunk area.
4. May have two small bars from front of cage behind A-Arms.
5. May run engine loop or kickers, not both. Engine loop must be made of roll bar tubing with a maximum size of 1 3/4" and thickness of .104 wall HREW 1020 mild steel tubing. Square bar/tube is illegal as an engine loop. Roll bar engine loop runs from cage posts to include radiator support as shown below.



6. Must have at least 3 driver's side door bars. MUST be plated, not longer than cage post to post. Drivers side must have a plate min 3/16" either on the outside of the door, inside the door or welded to the roll cage bars. If mounted to the door it must be securely fastened.
7. A dash bar must be installed between front door posts from side to side with at least a 4x4" plate on each end. Minimum roll cage pipe or stronger. **No square tube/bar kickers from dash bar forward connected to radiator support allowed. Safety is priority.**

Steering:

1. No Quick steer. May have a removable steering wheel.

Suspension:

1. May reinforce upper and lower A-frames. May use aftermarket non adjustable parts.
2. May reinforce upper and lower rear end control arms. May use aftermarket.
3. Stock springs, no racing springs allowed.
4. Stock shocks, no racing shocks allowed.

Transmission:

1. Transmission coolers are allowed, cooler should be enclosed or have a shield protecting driver. Cooler lines running through driver's compartment must be covered.

Wheels and Tires:

1. Must use 1 inch lug nuts, exception on 8 bolt floater rear ends.
2. Can use any rim or racing wheels. NO BEAD LOCKS, but wheels may be reinforced.
3. Any P SERIES TIRE accepted up to a 4 ply passenger car tire, radial or bias with a max 1/2" tread depth. Maximum 8" wide wheel and 10" wide tires. Any all season tire up, to and including all season mud and snow tires with a P metric rating. Racing Tires are allowed. No fluid in tires.

EXAMPLE: P235/75R15 or P225/70R15 OR Any number or size as long as it starts with P and is no more than 10" wide, UP TO a 255 WIDTH. (MAXIMUM TREAD DEPTH 1/2")

ANY TIRE UP TO A 255/WIDTH. ALSO: THE RULE FOR TIRE WIDTH IS UP TO A 10" WIDE TIRE. A 255/70R15 HAS A SIDEWALL WIDTH OF 10" BUT A TREAD WIDTH OF 8".

4. Flopper Height limit: The top edge of the flopper cannot be any higher than the beginning edge of the tread on the tire. If the tires tread wraps around the side of the tire, the flopper must stop where the tread starts.

Driver Protection:

1. Fire suits mandatory with both jackets and pants required. Must have SFI 1 minimum rating, SFI 5 or better rating recommended.
2. DOT Helmet required with eye protection, no open face helmets allowed. DOT rating or better, Snell 95 or better recommended. Eye protection required.
3. Neck collar is required.
4. Gloves required. (SFI RATING SUGGESTED)(FIRE PROTECTION)
5. Racing seat STRONGLY recommended and must have 5 point safety harness.

Protest:

1. If any driver wants any car inspected in one specific area a \$250 protest fee can be paid. \$250 will go to either the protest driver or the driver in question based on the findings of the inspection. If driver of protest is found cheating they will be disqualified and lose points and prize money for the night.

Official's Decision is final.

Rules questions contact one of the officials.

Nebraska Unified Officials - David Bryan - 402-366-1437

CS Promotions LLC. - Chad Anderson - 402-992-0318