



2025 Six Shooter Rules

THESE RULES WILL BE ENFORCED TO ENSURE THAT ALL WHO PARTICIPATE HAVE THE OPPORTUNITY TO BE COMPETITIVE. ANYTHING NOT COVERED BY THESE RULES MUST BE APPROVED BY Track OFFICIALS. Upon inspection, Track Officials may penalize, fine, Suspend, withhold money and/or points, confiscate parts, or disqualify any competitor for rules Infractions. If a competitor is disqualified for using a illegal parts, the competitor may lose all Points accumulated prior to and including date of disqualification under discretion of Track Officials. The use of carbon fiber or titanium parts are not allowed. Any questions regarding Rules should be addressed with Track Officials, prior to assuming legality.

The Six-Shooter Series is created for the people who want to give auto racing a try. For the person that used to race and found it too costly to keep up and more importantly the people that want to have fun without costing a lot to race. This division will be more about driver performance and plenty of good fortune and not about the superiority of any particular car. It's about having fun and entertaining the spectators.

1. Approved models

- A. Eligible vehicles include mid-sized front wheel drive V-6 automatic models of US Manufacturers Ford, GM, and Chrysler built prior to 2010, and with no more than 245hp from the factory. Eligible cars should be constructed from running vehicles in relatively good condition. No convertibles, pick-up trucks, SUVs, 4WD, or AWD of any kind. No special high-performance cars. No Pontiac G6, Chevy Z-24, or like-sized Mercury Cougar will be allowed. Absolutely no foreign manufacturers, regardless of where the car was built. However, some 104" wheelbase midsize cars may be allowed with a weight penalty and prior Track Officials approval. No car will be able to compete that will threaten the viability of less expensive and readily available American made sedans. If not listed in eligible vehicles, don't build it, check prior with Track Officials for approval.

2. Body & Chassis

- A. Roll Cage: All cars must have a four (4) point roll cage constructed of 1 ¾" x .095 wall magnetic steel tubing. The roll cage shall consist of four (4) vertical upright bars connected at the top on all sides and shall be adequately cross braced. The base of the upright members shall be solidly welded to the frame of the car. Four (4) curved door bars on the left side and three (3) curved or straight door bars on the right side is mandatory. The roll cage members must closely conform to window/door/roof contour and not be readily apparent when car is viewed from the side. Offset cages are not allowed. All roll cages are subject to Track Officials approval.
- B. Front Support Bars: Forward bars attached to the main cage can only go to the strut tower, minor front bracing for protection of the radiator allowed, subject to Track Officials approval.

- C. Rear Support Bars: Rear roll cage bars are allowed for added protection (only one (1) bar per side). Rear bars should mount from back of cage to rear trunk area only. Bars cannot connect/support rear suspension or upper/top part of strut/shock tower or connect directly to strut itself.
- D. All the interior/trim panels must be removed, this doesn't allow removal of metal inner panels, the only exception would be the removal of the driver's door interior metal for cage purposes. Firewalls between passenger and trunk area must be covered with magnetic steel. If inner sheet metal panels are removed for other than door cage bars, Track Officials may add a weight penalty. D- VIN#: All cars "MUST" have the factory equipped VIN number.
- E. Doors: All doors MUST be welded shut.
- F. Exterior Trim: All exterior trim must be removed. All exterior hole must be patched door handles openings, headlights openings, taillight openings, etc. with sheet metal.
- G. Dash: You may use the stock dash or replace it with a full-length dash.
- H. Glass: All glass must be removed - headlights, taillights, reflectors, side mirrors, including all windows, regulators, and door locks. Front windshield can remain stock or it may be replaced with Lexan. No rear windows.
- I. Bumper Covers: Aftermarket nose and tail pieces may be used if it is for make and model. Nonconforming panels must be modified to fit the car NOT the car to fit the panel.
- J. Rub Rails: Rub rails are allowed between the front and rear tires only. Only Polycarbonate (Lexan) rub rails are allowed.
- K. NO MIRROR ALLOWED

3. Brakes

- A. Cars must have operational brakes on all four (4) wheels.
- B. All brakes must remain stock for year, make, and model. Components MUST remain stock as manufactured. No interchanging of components allowed. No performance enhancements of any kind will be allowed.

4. Drivetrain

- A. All drivetrain components MUST remain stock as OEM manufactured. No interchanging of components allowed. No performance enhancements of any kind will be allowed.
- B. Automatic transmissions only. Engine size and Transmission must be match for car (this will be checked by VIN code).
- C. Transmission/Differential MUST be free of fluid leaks.
- D. No differential gear changes allowed. No locked differentials allowed.
- E. NO traction control devices (OEM or Aftermarket).

5. Electrical

- A. Kill Switch: All cars MUST have a kill switch on the left side of dashboard (Negative side of battery). Switch must be clearly marked ON/OFF
- B. Only one (1) 12v battery. Battery must be securely mounted in stock location or relocated to behind the driver's seat and protected by a non-conductive cover. Battery box subject to Track Officials approval.
- C. All air bag sensors and air bags must be disarmed for safety purposes.
- D. Only one (1) computer allowed.

6. Engine

- A. Engines MUST remain stock as OEM manufactured. No interchanging of components allowed. No performance enhancements of any kind will be allowed.

- B. Engines: Must be a V-6-cylinder, fuel injected motor model, stock for year and make of car being used, in completely stock form. Engine size and Transmission must be match for car (this will be checked by VIN code).
- C. Engine MUST be free of oil leaks and fluid leaks.

7. Engine Cooling

- A. Radiator: Radiator must be mounted in stock location. All cars MUST be equipped with an overflow tank.
- B. NO ANTIFREEZE ALLOWED

8. Exhaust & Muffler

- A. Exhaust Manifold: No headers or high-performance exhaust manifold of any kind allowed. Stock exhaust pipe should extend from the manifold to the flange of the catalytic converter.
- B. Catalytic Converter: The catalytic converter should be removed.
- C. Muffler: Cars must have a Muffler, glass packed/cherry bombs mufflers are allowed. No side exhausts. Exhaust must dump under car at 90 degrees toward the track surface. Muffler and pipes must be firmly secured to the bottom of the car. Mufflers must meet the minimum 96db requirements.

9. Fuel

- A. Fuel Tank: Racing fuel cell is permitted and highly recommended but is not mandatory. Fuel cells may not be more than 15 gallons in capacity. Fuel cell must be securely fastened with minimum of two (2) 2" x 1/8" metal straps inside the trunk. No cutting of trunk floorboard when installing a fuel cell. A sheet metal firewall must separate the trunk from the driver's compartment. Relocated fuel cells must be in the center of the car.
- B. If using a fuel cell an aftermarket fuel pressure regulator may be used but must maintain OEM factory fuel pressure.
- C. Petroleum based automotive gasoline is the only fuel allowed. No alcohol, no methanol, no nitrous oxide, or any other fuel additives allowed.

10. Lettering & Appearance

- A. All cars must be numbered. All numbers must be confirmed with Track Officials. Track Tracks reserves the rights to reassign numbers to avoid scoring duplications. Car registration for cars that raced the previous year (minimum of 3 races) will have first refusal of numbers until January 31st, then will be first come first serve, if duplicate number requested will refer to previous year's points.
- B. All cars must have numbers on both doors and roof. All numbers must be a minimum of 18" and must be registered and approved. Roof numbers must face the passenger's side. All numbers must be distinctly contrasting to the color of the car. No reflector or metallic numbers. All numbers to be subject to visual approval of Track Officials.
- C. All cars must be presentable on race day and subject to Track Officials approval.
- D. All cars must have their total weight and left side weight decal on the right front corner of the roof, and their Track Safety decal on the left front corner of the roof. Safety- POSTED IN RACE PROCEDURES

11. Seat

- A. Racing Seat: Aluminum padded racing type drivers' seat is required. Seat must be bolted to brackets firmly and welded to the roll bar assembly.

12. Steering & Suspension

- A. Steering Column: Car may use factory steering column. Any aftermarket column may be used if it is collapsible. A removal quick release steering wheel is highly recommended
- B. Front Suspension: All suspension components MUST remain stock as manufactured with the exception of adding camber adjustments on the left front and right front suspension only. This is to help prevent outside/inside tire edge wear and to aid in car handling. A maximum of 2 ½" inches of negative camber is allowed on the right front wheel, and ½" inch maximum positive camber allowed on left front wheel. Right front and left front upper strut mounts may be slotted.
- C. Rear Suspension: There will be no altering of rear suspension or adding adjustments for rear camber, but there will be an allowance of a ¼" inch right rear negative camber and a ¼" inch left rear positive camber for air pressure differences or suspension damage. Camber will be measured on the concrete pad with a straight edge (square) with driver in the car. Measurements will be taken at the bottom rim lip and the top of the rim lip the difference between the two is the total camber in inches. The maximum camber tolerance for suspension damage will be 1/8" inch anything beyond that may result in a disqualification. (Measurements will be taken as listed same as above) No added positive or negative toe to rear tires, must be within stick toe settings. NO SKEWING OF REAR TIRES; THIS MEANS NO CRAB WALKING OF THE REAR TIRES.
- D. All springs must be stock as manufactured, no changing, cutting, or lowering of springs allowed, must be stock (OEM). Springs must be same diameter, height, and number of coils on left and right side (same spring gauge). Shocks and struts must be stock or stock replacement type and mounted in stock location. If you replace any part, you must have sales slip with you if asked by Track Officials. Components MUST remain stock as manufactured. No interchanging of components allowed. No altered or high-performance components allowed. No weight jacking devices to increase or decrease spring rate, but you will be allowed the use of one rubber spring spacer, maximum one (1) spring rubber spacer per wheel. Spring rubber length cannot exceed more than the one (1) coil wound (circumstance). Or you may use the taller spacers, these are roughly ¾" inch wide by 2" inches tall, you can use up to three (3) of these as long as it's only used in one (1) coil spring wound (circumstance).
- E. Stock bump stops on struts must have 3" inches of travel before the bump stop hits the strut with the car sitting at ride height. No steel or wood spring spacers etc.... allowed.
- F. Suspension components MUST remain stock as manufactured. No interchanging of components allowed. No performance enhancements of any kind will be allowed.

13. Weight

- A. 130hp to 215hp (effective 7/24/2024) 3000lbs 52 left Side before Race 216hp (effective 7/24/2024) to 245hp 3100lbs 52 Left Side before Race. Weight rule is before the race WITH driver. If weighed after race a 1 pound per green flag lap tolerance will be allowed.
- B. Penalty Weight: 75lbs of weight will be required after two (2) feature wins. Each additional feature win/wins after your 2nd win will require you to add an additional 25lbs of weight, weight box may be added. Added weight must be securely bolted with minimum 3/8" bolts or secured in weight box.
- C. All weight must be painted white and have the car number clearly marked on it.
- D. Car weights may be adjusted by track Officials at any time to equal competition.

14. Transponder/Scanner/Radio/Electronics/Cellular Phones

- A. Transponder- All cars must be equipped with a transponder and must be operational at all times during practice, qualifying, and features. If at any time your transponder isn't working, you will be Black flagged off the track. Transponder will be mounted ten (10)' feet from the front most point of the car.
- B. Scanners- Each competitor must have a one-way scanner programmed to 454.000 at all times during practice, qualifying, and feature event, so Track Official/Race Control/Scoring can stay in contact.

- C. Cars will not be allowed to carry “ANY” on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, or digital readout gauges. Cellular phones are not allowed in cars at any time. Go-Pro type devices must be approved by Track Officials prior to use.
- D. No 2-Way Radios allowed. No 2-Way Communication allowed.

15. Wheelbase

- A. Cars must have a minimum of 104” wheelbase.

16. Wheels & Tires

- A. Wheels: Car must run four (4) matching factory steel wheels. No aftermarket wheels allowed. Wheels must be for make of car, no universal rims.
- B. Tires: Car must have all the same size tires with no less than a 60 series. No less than 3 ½” inches side wall height, any tire side wall measuring less than 3 ½” inches will result in disqualification. No directional or snow tires and no less than 400 compound tread wear. Rating must be clearly marked on tires.
- C. Lug Nuts: One (1)” inch lug nuts are required on all right-side wheels.

Everything about the vehicle must remain stock for the year, make and model of vehicle being used. Except as permitted or required in this guidebook, vehicles must remain completely stock in appearance, configuration, set-up, and running gear including motors, transmission. Any variances from this guidebook will result in the disallowance of competition until the variance is corrected, this will be at the discretion of Track Officials.

FINAL WORD ON RULES: If it’s not in the rules and provisions listed herein, DON’T DO IT. Contact your Track Official prior to. In short, if it doesn’t say you can do it than DON’T DO IT. If anyone is caught doing something to enhance the performance of their car, without prior Track approval then you will be disqualified from the race.

Any 2025 rule may be adjusted to ensure an equal and competitive racing division and not to disallow any car to not compete during the 2025 season.

It is the responsibility of the competitor to read and understand these rules. If you have questions about any of these rules, please ask your Track Official before building.

Any interpretation or deviation of these rules and/or procedures is left to the discretion of Track Officials and/or Track Management. Their decisions are final.

If there is a rule that your car does not comply to please contact Track Officials so we can see if there is a solution