

Marshfield Motor Speedway Rules 2010

Tech Inspector: Brian Stroik

Master Power Switch:

Master Power Switch is required and must be located in the middle of the car, within the easy reach of the driver and safety officials from both sides of the car, highly recommended on the middle of the dash, mandatory 2008. Ignition systems must be 12 volts.

MSD boxes may be switched by track from car to car or swapped with track's house MSD box.

MSD Box:



MSD 6A
MSD 6T
MSD 6AL
MSD 6ALN
MSD 6TN

No dual MSD systems.

MSD Connector:



The 6 wire harness must be 24" long Maximum and have a female 6 pin, weather pack connector.

SIX PIN WIRING DIAGRAM

A – BATTERY POSITIVE (LARGE RED)
B – BATTERY NEGATIVE (LARGE BLACK)
C – IGNITION (SMALL RED)
D – POINTS PICK-UP (SMALL WHITE)
E – COIL POSTIVE (SMALL ORANGE)
F – COIL NEGATIVE (SMALL BLACK)

Fire Extinguisher:

All cars are required to carry an operable, working approved ABC rated Fire Extinguisher (5 lb. size minimum), with a current tag, which is securely installed within easy reach of the driver.

Driver Side Window Net:

Drivers window net is mandatory. Strap or mesh type (Large mesh 12 inch minimum length) must be mounted securely on bottom, with seat belt type release at top front corner of window net. No windows are allowed on right side of car, except rear quarter. Sprint car net or triangle net on driver's side window. Triangle mount recommended.

Harnesses:

Head and neck support device is a *highly recommended* – For example the: (HANS, HUTCHENS, SIMPSON) Five point racing harness of 3 inch shoulder and 3 inch made-for- racing belts are mandatory. Seatbelts must be dated 3 years or newer. The belt anchors must be mounted to a cage or frame member. Lap belt must be anchored at a point below the plane of the seat and secure the driver across the hips. Shoulder belts must be secured to the roll cage within 1 inch of the height of the Shoulders. Seat belts must be mounted to roll cage.

Seats:

Aluminum made-for-racing seats are mandatory and must support the head from the rear. Aluminum seats must have proper steel reinforcement for mounting to the cage.

Fuel:

Fuel must meet specific gravity for said manufacturer. No additives of any kind.

Fuel Cell:

- Fuel cells with rubber bladders the soft “bag style” are mandatory. (FT-3 spec. minimum)
- All fuel cells must contain “full foam”.
- Fuel cell plates or fuel cell tubs are mandatory.
- 1/8” Fuel Cell Tub - The fuel cell tub must be 1/8” thick steel (10 gauge) and must have a 1” lip. The front, bottom, and rear must be one piece. The top may be either 18 or 20 gauge steel, and have two 1” x 1/8” steel straps in each direction.
- Fuel Cell Container with 1/8” Protector Plates – The fuel cell container may be either 18 or 20 gauge steel and must have a 1” lip. The container must have two 1” by 1/8” steel straps, around the top, sides, and bottom, in both directions. The top may be either 18 or 20 gauge steel. The 1/8” steel fuel cell protector plates must be mounted on the outside of the frame. The plates must cover both sides and rear of the fuel cell. The only holes allowed in the plates are for attachment or a 2” hole for safety vehicle pickup points.
- All fuel cells must have check ball rollover valve in place.
- Fuel cell minimum height is 11”
- The hard plastic cells are not allowed.

Overflow Bottles:

Overflow bottles/surge tanks are mandatory and must be in engine compartment and overflow tubes must be directed onto the outside passenger side windshield. Overflow bottles must be securely mounted. No anti-freeze allowed at any time.

Exhaust System:

Exhaust must run tight and leak free to point at least behind drivers seat. Mufflers required. Decibel limit 100, taken from center of main grandstand. If exhaust runs out the side behind the driver, the exit pipe must be pointed down and no more than one foot off the ground. No Exceptions!

General Tire Treatment:

Tire softeners, tire conditioner or unauthorized tire treatment is illegal. The tire softness must

not be below the track's set points of softness on the "official track tire durometer." (Use of tire softening products or possession of tire softening products will result in loss of points, money and a suspension for car and driver for the entire year.)

Inspection:

All cars are subject to inspection, anytime, before, during or after a race. Officials reserve the right to disqualify cars, require changes, confiscate illegal parts, etc. and the decisions of the officials will be final. Any interference with any official(s) and his/her duties will result in an automatic disqualification. Official's decisions will be based upon fair play, safety, and to protect the 'Spirit of Stock Car Racing'. Disqualification (except weight violation) is retroactive to ALL previous events competed in that race meet. Non-compliance with the specification outline herein will subject the participants (owner/driver) to disqualification. Furthermore, all non-complying components will be seized by track officials. Any driver/owner refusing to allow the track officials to inspect a car, will lose points and money earned, and will have the car attempting to be inspected, confiscated. (The entire car, until inspection is performed with crew chief and driver present), shall not leave impound area. Owner/driver must provide tools.

Inspection Hole:

A 3/4 inch diameter plug must be installed in the oil pan on either side (which ever is easiest to get at), in line with the second or third rod journal (the easiest to get to), above the oil sump area (oil level), for inspection purposes. The crew must have a wrench for the plug removal. If a windage tray is used, there must be a hole provision to inspect.

Driveshaft:

All cars must have driveshaft hoops, made of heavy gauge steel, looped around the driveshaft.

Weight:

Any weight (ballast) added to the car must be secured by 1/2 " bolts. Loose weights are prohibited. No weights may be added outside the body. Added weights must be painted a bright color (safety orange or white) and have car number on weight. Any ballast that falls off a car during competition cannot be returned to the car for determining weight after the race.

Car Number:

All cars must have a 16 inch number on both doors. All cars must have a 4 inch number in the upper right-hand corner of the windshield.

Car Appearance:

All cars must be painted and kept in good shape the entire year. (No "duct tape" for numbers)

Bodies:

- Competing models 1995 to current year, American made automobiles only.
- No sports cars allowed.
- Minimum wheel base 104 inches, minus 1/2 inch.
- Must be mounted on frame so that it is stock appearing.
- Body components must remain the general contours of stock components and may not

- be excessively shortened, narrowed, lengthened or deformed.
 - Roof must be centered in relation to body. Full size roof.
 - No down force bodies of any type.
 - No forward air intake for carburetor.
 - Back end must be enclosed with either metal or solid type enclosure.
 - Rear end of deck lid above bumper must be enclosed, no holes.
 - No part of the tires may extend more than 3 inches outside of the body.
 - Maximum overall width is 82 inches (measured from outside of tires or body).
 - Cars must meet template within 1/2 inch.
 - Tow hoods required. Rear tow hooks mandatory. Hinged trunk lid is *mandatory*. Must be at least 6" x 18". Must be removable without using tools.
 - 1/8 inch floor and tunnel, aluminum seat with leg and shoulder protector, center of seat 16 1/2 inches to 18 1/2 inches,
 - No Carbon Fiber or Kevlar products of any kind allowed. (Except the hood and the roof)
 - 3 1/2 inch frame height.
 - 4 inch nose and rocker height.
- All measurements with driver out of car
- Nose, belly, or flash panning is strictly prohibited. Panning radiators is limited to width of radiator and not to extend rearward of the leading edge of the radiator.

Spoilers:

- Maximum of 90 degrees and no bigger than 5 inches X 60 inches in length. Spoiler is Measured on top of spoiler!
- No sides or extensions of any kind.
- Must meet Five Star requirements.
- The width of the spoiler will be measured across the rear of the spoiler

Drivers Compartment:

- Firewall, Floorboards and trunk area must be sealed off with 22 gauge steel or 18 gauge aluminum.
- No fuel lines in drivers compartment.
- Impact collar required on steering column, 1 1/2 inch diameter minimum.

Windshields/Side Windows/Rear Window:

A 10 inch maximum vent window is allowed on either side including air vents. All cars must have a full windshield, and rear window made of Lexan. Right side mirrors are prohibited. Both windows must be braced to keep window and body from deforming at high speeds. ABC Bodies will meet ABC rules.

Frame:

All main frames must be after market construction. No stock passenger car frames allowed. All main frame rails must be steel box tubing minimum 10 inches in circumference and must have a minimum wall thickness of 0.083 inches.

Roll Cage:

All cars must have a full cage welded to the frame including uni-body. There must be 360 degrees welds around tubing of all joints and gussets where cut and welded, except where tubing is bent. Four or more bars are required on drivers side, braced at four points or more perpendicular to cross braces, top bar on left side 29 inches from ground.

Minimum O.D. tubing of 1 3/4 (1.75) inches for roll cage.

- No tail-pipe tubing allowed.
- All roll bars exposed to driver must be padded.
- Minimum of three right side door bars.
- Jack post must be guarded on inside of body.
- Minimum .095 wall tubing mandatory.
- Mark Martin foot protector bars are mandatory.
- Mandatory that all door bars on drivers side be plated 1/8 steel.

Engine:

- Block must be cast iron. Exception: Wegner Spec engines only!
- No titanium Engine Components of any kind, other than valve spring retainers.
- No 18 degree or SB2 Chevrolet heads.
- Minimum crank height - 10 inches (Measured from the center of the crank bolt).
- All General Motors V-8 engines must be located so that the centerline of the forward most spark plug hole is no more than two (2) inches back from the center of the upper ball joint. Ford and Mopar engines may be located so the center of the forward most spark plug hole of the engine is a maximum of four (4) inches rearward of the centerline of the upper ball joint.

- There will be Two (2) engine combinations approved for all events at all times. (9 to 1 Aluminum, A.C.E. are the (2) preferred choices) Weights for all engines will be listed below.

- Antifreeze is strictly prohibited

A.C.E. Head Engine

Must be able sell Heads, complete for \$2500.00 (hardware, valves, valves springs, retainers, keepers and guide plates.) Heads must be stock out of box.

Valves 11/32 Valve Stem or 5/16 Valve Stem may be used.

Approved valve part numbers at Marshfield Motor Speedway are as follows:

<u>GM-Ford</u>	<u>Intake</u>	<u>Exhaust</u>
BRODIX	BR81019	BR81621
Engine Tech	BR810198	BR81621
FERREA	F1121P	F1476P
MANLEY	11818	11595
REV	CL-1643 CL-1604	CL-8003 CL-1171

Mopar

BRODIX BR60029 BR60037

- All valve spring sizes must be 1.55 MAX
- No shaft rocker arms allowed except on mopar engines
- Steel or titanium valve spring retainers are permissible

- Maximum 4 stage oil pump
- May have one extra water line per head
- Valve job may be blended into combustion chamber, 3/8 inch from seat.

ACE Engine MANIFOLDS: Any production type intake manifold allowed - provided it is readily available to all competitors from local race part suppliers. (Maximum cost \$375.00) Maximum height of manifold is 7.25" (including any carb spacer and gaskets) the manifold height will be

measured from the base of carb to top of cylinder block. Only one flat gasket with a maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed. No additional material may be added to manifold. No grinding or polishing of any part of the manifold - except you may match port the runners a maximum of 1."

ACE Engine PISTONS:

Flat top pistons only - no part of piston may protrude above top of cylinder. (Maximum compression ratio 10.5 to 1 (10.510 is illegal). Maximum Engine displacement for GM and Ford is 358 C.I. inches, Dodge will be 360 C.I. and Minimum 350 C.I. for GM, 346 C.I. for Ford.

ACE Engine CAMSHAFT:

The max lift on any roller cam is .625. Duration rule is 270 at 50 thousandths. No mushroom type lifters. Inlayed cams are prohibited. The maximum rocker ratio is 1.6 to 1. Rev kits of any type are prohibited. Only steel push rods (Titanium, aluminum or graphite are prohibited). No roller bearing camshaft journals. Magnetic steel lifters no ceramic.

ACE Engine CONNECTING RODS: Only approved steel rods allowed. No titanium, aluminum, graphite or stainless steel. Rods using 3/8" bolts are allowed.

ACE Engine BLOCKS: Must be standard factory production cast iron. (Only 010 or bowtie approved). No aluminum blocks permitted. No altering of Engine block permitted..* Absolutely NO Grinding or lighting of blocks . The use of aftermarket blocks will be allowed in ACE engines. The engine builder must be on the Approved Engine Builder List and a bond must be on file. No big bore short stroke ACE engines will be allowed.

ACE Engine CRANKSHAFT: Standard steel type only, Minimum allowed weight of 43 Lbs. Stock angle crankshaft allowed. Light weight, undercut counter weight crankshaft are prohibited.

No Honda journal crankshafts.

Stroke 3.400 Min to 3.500 Maximum.

Minimum 1.980-rod journals or any under sized journals under factory dimensions.

ACE INSPECTION: A 1.5" plug must be installed in the oil pan for inspection purposes. This hole must be directly under or side of the rod journal. If a windage tray is used, a hole must be provided in line with the hole in the oil pan. Cylinder head removal after any race may be required for inspection purposes.

9 to 1 Aluminum Head Engines:

ENGINE BLOCK:

- Must be standard factory production cast iron.
- Stock appearing

- No aluminum blocks permitted

HEADS:

All cylinder heads must be approved by Marshfield Motor Speedway. All cast in part numbers must remain unaltered. Painting and /or coating of the heads will not be permitted. No 18-degree Chevrolet heads. Heads that are already approved are:

General Motors

- a. Air flow research AFR 215 and 220
- b. All pro AP227
- c. Brodix 3941075
- d. Chevrolet 10051101
- e. Edelbrock 7755
- f. Pontiac 10033867

Ford

- a. Brodix 3941078
- b. Ford M-6049-C302 with 4 degree valve cant

Mopar: Call for approval

All other heads must be approved prior to any competition.

For all 9.5 compression motors the cylinder heads must be acceptable to Marshfield Motor Speedway officials and meet the following requirements:

- Only steel or titanium valves will be permitted
- Only magnetic steel valve springs will be permitted
- Only 2 valves per cylinder will be permitted
- There are no valve size restriction
- Internal polishing and porting will be permitted
- Spark plug holes must remain in stock location
- Valve angle must remain within 2 degrees of stock angle
- Valves must remain in the stock location in relation to the cylinder bore centerline

Crankshaft:

- Steel crankshafts only.
- Minimum weight 38 lbs.
- Stock angle crankshafts allowed.

Pistons:

- 9 to 1 engines may have dish or inverted dome.
- Flat top pistons only, no part of piston may protrude above the cylinder.
- Maximum compression ratio 9.500 to 1 (a ratio of 9.510 to 1 or higher will not be allowed.)
- All compression tests will be done with Marshfield Motor Speedway whistler.

Camshaft:

- Aluminum headed 9 to 1 engines are allowed roller cams and rev kits

- Inlaid cams are prohibited
- Only steel push rods (Titanium, aluminum or graphite are prohibited)
- No solid gear camshaft drive.

Connecting Rods:

No Aluminum, titanium, graphite, or stainless steel rods allowed.
Only approved steel rods will be allowed.

INTAKE MANIFOLDS:

- No Fabricated Intakes
- Only one flat gasket with maximum of .120 may be used between intake manifold and cylinder head
- No spacer or wedge type gaskets allowed..
- May be polished and ported
- Not permitted will be:
- Added directional devices will not be permitted inside the intake manifold
- Air holes will not be permitted to be opened in the intake manifold
- Painting and /or coating of the intake manifold will not be permitted.

Please note:

1. All part numbers must remain on all engine parts
2. No engine part may be composite
3. No crank fire ignitions

Carburetors:

- No tapered boosters.
- 4412 2 bbl. Removal of choke (Butterfly) is the only modification allowed. Air horn removal not permitted.
- Holly 500CFM Model #'s 0-4412s or 0-4412c. 2 bbl carb, HP 80583-1
- Carburetors must pass track inspection using track's tech tools.
- Double return springs required.
- Air cleaner required. Air box allowed with cowl inlet only (rear of hood).
- No 4bbl carbs allowed.
- Metering blocks must be stock as cast for carb style, and no extra holes may be drilled. The block may be plugged and be machined, however, it must remain stock appearing and no after market blocks. Only 2/3 metering blocks. All others must be plugged.

Air Intake

- Forward intakes are not allowed. Air boxes are permitted. The back of the air box must be flat.
- No devices for directing the flow of the air into the air cleaner are permitted.
- No additives allowed in the air filter.

Clutch:

- The 5.5 inch or bigger will be the only clutch allowed.

- Absolutely no carbon fiber or poly clutches allowed.
- Bellhousing must have a minimum 2 ½” hole at bottom (to allow clear view clutch).

Transmissions

- Bert or Brinn style transmissions are allowed
- No bottom load transmissions allowed
- Must have two forward and one reverse working gears at a minimum
- One single lever shifter
- Must be self starting

Brakes:

- All cars must have functioning brakes on each wheel.
- No more than 4 piston brake calipers.
- Fixed mounted rotors are the only rotors allowed.

Suspension:

- Stock, coil over or leaf allowed.
- No computer or hand operated controlled suspension.
- No aluminum axle tubes, no titanium axle shafts, no aluminum rotors, no carbon fiber rotors.

Front Suspension

Independent front suspension with articulated upper and lower control arm(s) is mandatory. The type of shock absorbers and suspension springs are optional. One (1) shock absorber per corner of the car is permitted. Front suspension adjustment must be done from under the car or by lifting the hood. No holes in the hood, fenders or other body parts from the windshield forward to adjust front suspension component(s) are permitted. No suspension adjustment devices are permitted in the driver's compartment area. Knob-type brake bias adjusters are recommended. Weight transfer or suspension adjustment devices, adjustable while the car is under way are prohibited. Spring rubbers are permitted and must be removed manually. No removal devices may extend out side the body of the car or be accessible in the driver's compartment.

Rear Suspension

Non-independent, live axle type rear suspension is mandatory. Rear ends may be Quick-change (no 8”) with full-floating hubs or 9-inch Ford type. Rear axle tubes must be steel. No open tube rear ends permitted. Maximum rear camber is + or - 1 degree measured with the rear axle level. Material used for rear end center section is at the discretion of the team,

but hub pins must be steel. Rear end coolers are recommended. Remote rear suspension adjusters are permitted when accessible through the rear window. A maximum of three (3) one-inch (1”) diameter holes are permitted in the rear window. Each hole can allow access to one adjustment device only. No adjuster may extend forward of the rear window area. All pumps used to circulate fluid for the purpose of cooling the rear end, must be mounted in the center of the car.

Weight Rules:

- All cars must be 58/42 left to right side weight bias

Concept engine: 2750 lbs total weight, wet sump less 50 lbs.

Ace headed engine: 2750 lbs total weight

9 to 1 engine: 2800 lbs total weight

LS/GEN 3 engine: 2825 total weight

Other engines/cars welcome. ASA crate, LLM and other crate/spec engines. 2650 lbs starting point, subject to change.

- You are allowed 1 pound per lap off total weight per race, for that race only.
- You must be 58/42 left to right side weight bias after the race.
- Weighing of cars will be with driver in the car, helmet on, steering wheel on, and driver's hands on the steering wheel.

Spotters:

All SLM drivers/teams MUST provide a spotter in the spotter's stand, for ALL feature events. Failure to comply with this rule will result in loss of purse for that particular race event.

Dash 4 Cash Events:

Any driver not qualifying in at least two of the first four events, will not be allowed to race in the Dash 4 Cash. Any driver qualifying for an event at MMS for the first time, after the fourth night of competition, will NOT be entered in the Dash 4 Cash.

Qualifying:

A number will be drawn to determine the order of qualifying. Any driver not in line prior to their turn to scale, will be penalized 1 lap of qualifying.

Race Line-ups:

If your car is not in the line up prior to 5 laps remaining in the prior heat race, you will start in the rear of the field. If your car is not in the line up prior to 10 laps remaining in the prior feature event, you will start in the rear. NO EXCEPTIONS! Our tire marshal has to have ample time to scan your tires!

Please Note:

Any race team being seen leaving their pit stall, with garbage in it, will receive a \$25 fine! Please use the proper containers for your waste. Any oil dumping will also result in a \$25 fine.

Also, any driver speeding in the pit area, will receive a \$25 fine. Second violation will result in \$100 fine, and any further violation will result in suspension from the track!

2010 Marshfield Motor Speedway Tire Rules:

No unauthorized treatment of any kind may be applied to tires. Tires can only be purchased at Marshfield Motor Speedway. Only stamped Hoosier tires shall be approved by track management and MMS tire marshal shall be approved. No

mechanical tire working of any kind is allowed, (grinding, etc.)

HOOSIER tires 40/50 are the selected tires for the 2010 Racing Season.

All tires must be stamped with a Marshfield Motor Speedway designated mark. Maximum rim width 10". Maximum tread width 65". Minimum wheel weight of 17 lbs. Wheel studs must be a minimum of 5/8" in diameter. Wheels must be attached with 1" lug nuts. No electronic traction controlling or data acquisition devices. No cable, wires or sensors from any such devices are allowed on the car at anytime. No suspension may be adjustable from driver's compartment. Tires can only be purchased at Marshfield Motor Speedway and stamped by the official tire marshal of Marshfield Motor Speedway.

1. Teams may get only 6 tires marked for the first night of competition, May 8, 2010.
2. On the second night of competition, teams may purchase two new tires.
3. If a team comes to compete at MMS after the first night of competition, and competes for the first time of the year, they may only purchase 1 additional tire than that of the "regular" drivers...I.E., 1 tire show = 2 tires, 2 tire show = 3 tires. If this is the case, teams may compete on USED tires up to week #4. These USED tires will be inspected/stamped by the MMS Tire Marshal prior to competition. After week #4, teams will only be allowed to compete on used tires from the impound building.
4. After the Yellow River Racing Series race #2, teams will be allowed to purchase 2 tires for the following week's competition.
5. A car/driver must complete at least ½ of the feature event to be eligible for their next new tire.
6. If a tire is cut down or damaged prior to ½ of the feature event being completed, they may receive a new tire for the next week of competition, as long as the driver has competed in the evening's racing events. Cut/damaged tire will be at the discretion of the tire marshal.
7. Tires are serial numbered by the track and recorded on a master sheet. Any tires run not conforming to the master sheet for that car, will be deemed illegal and that car will not be scored in it's feature event. If illegal tire is found prior to feature event, driver will be disqualified from all evening's events and subject to fine.
8. Tires will be durometered at anytime during the race night. Any tire that durometers below your new tire will be taken for that race night and inspected. This tire(s) will be confiscated if it is deemed outside of the competition parameter. *There is **no** reason an old tire should be softer than a new tire.*
9. You **MUST** run 2010 tires purchased from Marshfield Motor Speedway and serial numbered/marked tires for your car in qualifying and ALL race events. You **MUST** get your new tire marked before qualifying.
10. You may only run tires purchased at the track in 2010 from Marshfield Motor Speedway, which

are marked by Marshfield Motor Speedway's tire marshal. Tires must be taken directly to impound after purchase. Tires will be released after second SLM practice.

11. Each tire is coded to assure that each *new* tire is used in the feature.

12. Tires follow the driver, not the car.

13. After your feature event, semi feature or feature, you have 15 minutes to get your tires back to impound.

14. Tires will be monitored throughout the year by the track management. Speedway officials may make amendments or changes to these rules at any time.

15. Any new team with new tires must start in the rear of the field for his feature event. Heat races will be run as timed.

16. A team may sell and/or buy tires from other teams as long as the tire has more than two events (features) old and has not left impound. Any sales must be reported to the tire Marshal.

17. **Tires will be impounded from the first week on.** Drivers will continue this until they have a maximum of eight (8) tires in impound. At that point the driver will need to decide which tire he/she is eliminating from his/her stock. Once a tire is checked out on race night and not returned to impound after the feature, that tire is no longer allowed on the car except for practice. You must report any tire you are eliminating from impound.

18. Tires for a following race event may be purchased after the feature event. Tires must stay with impound until the following race event and will be marked and mounted then. The tire trailer will open at 3:00 pm on race day.

19. Marshfield Motor Speedway tires must be used. **NO EXCEPTIONS!** Anyone caught marking tires will result in loss of all points for entire year and will not be credited for racing that night.

20. If a driver removes his/her tires from impound, he/she will be required follow this rule if he/she returns to compete at the speedway. During the 2010 season, if you return to race a regular points race night, the only tire option will be to choose (3) tires from the speedway's collection that has been kept in impound and will be allowed to purchase (1) new tire, pending it being a one tire show. The driver's race starting position will be determined by where he qualified.

21. Any tires purchased and competed by a driver in any of our special events at MMS, may be put into his/her impound. These tires may be used to compete in further MMS events as long as he/she competed a minimum of 25 laps. Tires must stay with the driver of those particular events.

22. At NO time should any of your tires enter your enclosed hauler. Tires should remain on the left side rear corner of your trailer.

Any questions on any of these rules, please feel free to speak with our tire marshal or the GM/Promoter of Marshfield Motor Speedway.

Claim Rule: Marshfield Motor Speedway has the right to claim.