



2022 SIX SHOOTER RULES

1. ELIGIBLE VEHICLES

A. Eligible vehicle includes mid-sized front wheel drive V-6 Automatic models of US Manufacturers Ford, GM, and Chrysler that are **NO MODELS AFTER 2010 with no more than 245 HP from the factory.** The Ford Taurus, Chevrolet Lumina, Monte Carlo, Pontiac Grand Prix, Oldsmobile Cutlass, Buick Regal and other similar cars will comprise most of the field.

B. No convertibles, Pickup trucks or SUVs of any kind may compete. No special high-performance cars. Absolutely No Pontiac G6, Chevy Cavalier Z24 or Like- sized Mercury Cougars will be permitted to compete. However, some cars with a 104" wheelbase midsize cars like the Pontiac Grand Am, Chevy Malibu, and Ford Contour, these may be penalized by adding weight.

C. Absolutely No vehicles of any foreign manufacturer can compete regardless of where the car was built. No Toyotas, Hondas, Nissans VW's, Volvos and the like. No four-wheel drives. No car will be able to compete that will threaten the viability of less expensive and readily available American made sedans. This Division will be all about driver performance and plenty of luck and not about the superiority of any particular car. It's all about having fun and entertaining the spectators.

Eligible cars should be constructed from running vehicles in relatively good condition. Engines and all other drive train components MUST remain stock as manufactured. No interchanging of components allowed. No performance enhancements of any kind will be allowed.

2. FINAL WORD ON RULES

If it's not in the rules and provisions listed herein, **DON'T DO IT.** 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 than you will be disqualified from the race.**

The SIX SHOOTER SERIES is being created for the people who want to give racing a try. For the person that used to race and found it too costly to keep up with the big money teams and more importantly the people that want to have fun without costing a fortune to race

3. Car Configuration

- A. You may use the stock dash or replace it with a full-length dash.
- B. You must have a safety kill switch on the left side of dashboard (Negative side of battery).**
- C. Car may factory column and steering. Any aftermarket column may be used if it is collapsible.
A removable quick release steering wheel is highly recommended.
- D. All doors must be welded shut.
- E. All exterior trim must be removed; Door handle holes are covered with sheet metal.
- F. 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**
- G. All exterior holes must be patched, door handles, headlights, taillight openings etc.
- H. All air bag sensors and air bags must be disarmed for safety purpose.
- I. All cars must have a VIN number.**
- J. All the interior/trim panels must be removed; this doesn't allow removal of metal inner panels; the only exception would be removal for the cage door bars. Firewall between passenger and trunk area must be covered with metal. If inner sheet metal panels are removed for other than door cage bars a weight penalty will/may be added; a minimum of 25lbs will need to be added to your cars total weight.
- K. No cutting of exterior sheet metal: fenders, bumpers, trunk, etc. Only the front inner hood panel may be removed.
- L. Drivers side metal interior door panel may be removed for cage purposes only.
- M. Battery may remain in the stock location or relocated to behind driver's seat. No Batteries in the trunk effective 2018, must be in a battery box acceptable to NHSTRA Tech Staff. Battery must be free from any fluid leaks.
- N. Rub rails are allowed between the front and rear tires only. Only Lexan Rub Rails are allowed. Rub rails are for paint and lettering protection only.**
- O. 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.**

4. WHEELBASE

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

5. DRIVE TRAINS:

- A. Car must be front wheel drive, No all wheel drives. No rear wheel drives.
- B. No differential gear changes allowed. No locked differentials allowed.**
- C. Only one Computer allowed

Engines and all other drive train components MUST remain stock as manufactured. No interchanging of components allowed. No performance enhancements of any kind will be allowed.

6. ENGINE

- A. Must be a V 6-cylinder, fuel-injected motor models, stock for year and make and model of car being used in (Completely Stock). Engine size and Transmission must be car for car (this will be checked by VIN code).

6. ENGINE CONT.

B. Engine will only have water in radiator. Engine will be free of oil leaks and fluid leaks.

7. EXHAUST SYSTEM

A. 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. The catalytic converter should be removed.

C. Car must have a muffler, glass packed mufflers and cherry bombs are allowed, No side exhausts. Exhaust must dump under car at 90 degrees toward the track surface. Muffler and pipes must be firmly attached to the bottom of the car.

8. TRANSMISSION

A. Must be an automatic only.

B. NO traction control devices stock or aftermarket.

9. WEIGHT

A. 130 to 190 HP 1400 pounds Right Side

191 to 245 HP 1450 pounds Right Side

B. 50lbs of right-side weight will be required after 2 feature wins; weights must be mounted under the passenger floorboards, lined up with the driver seat or mounted father ahead towards the passenger side front firewall. Each additional feature win/wins after your 2nd win will require you to add an additional 25lbs of weight under the passenger floorboards; this will be up towards the front firewall. Weight box may be welded to the right side of the cage. Only weight allowed is penalty weight and must be on the right side of the car only.

C. Any added weight must be securely bolted to frame with a minimum of 3/8" bolts or secured in a weight box welded to the roll cage.

D. Only weight that can be added is on the right side between the posts of the right side of the cage. No other weight is allowed. Only weight and including penalty can be added the right side between the right-side cage posts.

Car weights may be adjusted at any time to equal competition.

10. ROLL CAGE

A. All cars must have a four-point roll cage constructed of 1¾" outside diameter X .095 wall steel tubing. The roll cage shall consist of 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 curved door bars on the left side and three curved or straight door bars on the right side are mandatory. The roll cage members must closely conform to window/door/roof contour and not be readily apparent when car is viewed from side. Offset cages are not allowed.

B. Forward bars attached to the main cage can only go to the strut tower, minor front bracing for protection of the radiator is allowed, must pass Tech Staff inspection.

C. Rear roll cage bars are allowed for added protection (only one 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 the strut itself.

11. RACING SEAT:

A. Padded racing type driver's seat is required. Seat must be bolted to brackets firmly and welded to the roll bar assembly. All bars within the driver's reach must be padded with approved roll bar padding. Approved five (5) point harness must be used and attached to the roll cage. Harness must be in good condition. Five Point Harness must meet requirements as defined in the General Rules.

12. BRAKES:

A. Car must have brakes on all four (4) wheels and be operational.

B. All ABS systems must be disarmed.

C. All brakes must remain stock for year and make.

Suspension components MUST remain stock as manufactured. No interchanging of components allowed. No performance enhancements of any kind will be allowed.

13. SUSPENSION:

A. 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 for aiding in car handling. A maximum of 2½ inches of negative camber is allowed on the right front wheel, left front wheel 1/2-inch maximum positive camber allowed. Right front and left front upper strut mounts may be slotted for camber adjustments only. No top strut crossover supports allowed. Camber will be measured on the concrete pad with a straight edge (square) with driver in car. Measurements will be taken at the bottom rim lip and at the top of the rim lip the difference between the two is the total camber in inches.

B. There will be no altering of rear suspension or adding adjustments for rear camber, but there will be an allowance of a 1/4 inch right rear negative camber and a 1/4 inch left rear positive camber for air pressure differences or suspension damage. This is not opening up the rule to allow increasing or decreasing camber in the rear suspension. Camber will be measured on the concrete pad with a straight edge (square) with driver in car. Measurements will be taken at the bottom rim lip and at the top of the rim lip the difference between the two is the total camber in inches.

C. The maximum camber tolerance for suspension damage will be 1/8 of an inch anything beyond that may result in a disqualification. Camber will be measured on the concrete pad with a straight edge (square) with driver in car. Measurements will be taken at the bottom rim lip and at the top of the rim lip the difference between the two is the total camber in inches. No added positive or negative toe to rear tires; must be within stock toe settings. **No skewing of rear tires; this means no crab walker of the rear tires**

D. All springs must be stock as manufactured, No changing, cutting or lowing of springs allowed must be stock (OEM). Springs must be the same diameter, height and number of coils on the 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 the sales slip with you if asked by track official. 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 1 spring rubber spacer per wheel. **Spring Rubber length cannot exceed more the one coil wound (circumference).** Or you may use the taller spacers, these are roughly ¾ inch wide by 2 inches tall, you can use up to 3 of these as long as it's only used in one coil spring wound (circumference).

E. Stock Bump stops on struts must 3 inches of travel before the bump stop hits the strut. **No steel or wood spring spacers etc. allowed.**

14. FUEL TANK

A. Racing fuel cell is permitted and highly recommended, but it 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" x 1/8 metal straps inside in 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 Racing Fuel Cell an Aftermarket Fuel Pressure Regulator may be used but must maintain

15. FUEL INCENTIVE PROGRAM

A. The speedway welcomes New England Racing Fuels & Sunoco. We endorse New England Racing Fuels as part of our sponsorship program, where you, the racer can reap the benefits. You must be a customer and purchase fuel at the speedway; you then will become part of their "Fuel Incentive Program" and have a chance to be rewarded at the season year end banquet. We want to welcome John Holland and New England Racing Fuels to our family of sponsors to where you can be the beneficiary.

16. FUEL

A. It is not mandatory to purchase all Sunoco Fuel from New England Racing Fuels at the Speedway. Petroleum based automotive gasoline is the only fuel allowed. **No alcohol, No methanol, No nitrous oxide or any other fuel additive may be used.** See Fuel Incentive Program above 15 (A).

17. TIRES AND WHEELS

A. Car must run four (4) matching tires and wheels.

B. Car may run Factory **Steel** wheels, No aftermarket wheels.

C. Wheels and rims must be car for car, No universal rims.

D. Must have all the same size tires with no less than a 60 series, no less than **3 1/2 inches** side wall height, no directional or snow tires and no less than **400 compound tread wear**. Rating must be on tires. **Any tire side wall measuring less than 3 1/2 inches will result in a disqualification.**

E. **One (1) inch lug nuts are required for right side wheels.**

18. SAFETY EQUIPMENT

A. An aluminum racing seat is required.

B. SFI Five Point harness with a date of manufacture no older than 5 years.

C. Only Snell approved full face Helmets are allowed. It is highly recommended the use of a Snell SA2005 or newer full-face helmet.

D. SFI Window net is required.

E. SFI Fire Suit required must be in good condition, no holes, grease etc.

F. SFI Racing Gloves required.

G. SFI Racing Shoes are highly recommended. Proper foot wear is required (Non-SFI sneakers are not allowed).

H. Head and Neck restraints are highly recommended and should be used.

19. TRANSPONDER

Transponders are mandatory in all divisions. Six Shooter division transponder must be mounted 10 feet from the front most point of the car.

All cars must be equipped with a transponder and be in operation at all times; during practices heats and features. AMB Transponders can be purchased by calling 678-816-4000 or go to website: www.Amb-it.com

20. NASCAR LICENSE

A. If applicable see your General Rules

21. POINTS

A. You will be running for Championship points. Points will be awarded and handicapped along with all the other divisions. See points system in the General Rules.

B. This division is intended to draw entry-level fans into the sport. It is designed for those with little racing expertise and money to participate in the sport. However, it is also intended to put on the best possible show for the fans, requiring a certain amount of professionalism in race preparation and attitude on the track. Competitors are urged to race hard to win, not merely to crash and cause havoc. In this class, the playing field is leveled in a way that virtually all have a significant chance to win.

C. 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 the Tech Staff.

22. RESPONSIBILITY: IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE GENERAL RULES AND THE CURRENT RULES PERTAINING TO THE DIVISION IN WHICH HE/SHE CHOOSES TO PARTICIPATE.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have obtained, read and understood a copy of the current rules, and complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, or official.

This racing series is to have fun and entertaining for the spectators. This is not a racecar but a car that you race.

Rules may be adjusted to meet the needs to equal the playing field without notice.

REVISED ON: **11/6/2021**