A rules committee was formed to allow car owners and racers an avenue to discuss and submit ideas or clarification pertaining to any and all written rules. The committee decided by majority vote whether a new rule or change to an existing rule should be considered. If considered the item was discussed, then voted on as passed or not passed by the majority vote. Each member had one vote. The committee consisted of thirteen members: the Head Tech Official, the Track Owner, the previous seasons Track Champions in the top 3 divisions. Eight remaining members of the committee were appointed based on racing experience of the individual member. Participants were Roger Avants, Mike Eggleston, Billy Harkins, Joe James Jr. Lee Kemmit, Chris Muhler, Jim Nordhougen, Jerry Robertson, Dan Savage, Justin Simonson, Darrell Smith (Tech), Darrell Smith (Badwrench), and Bruce Yackey. A mission statement was developed and it states: To provide our participants and fans with an exciting, fun, and enjoyable experience during all racing events by keeping the racing economical, safe, and competitive for all competitors and participants in all divisions. Below is a brief view of some of the rules that were considered. Prior communications may have been overruled so please pay a close attention to all rules. For all divisions the number one concern was tire cost. In following with the mission statement of controlling costs for economic reasons, every division will be limited to 4 tires per event (2 rights and 2 lefts). They will need to be run for qualifying, dashes, and main events.

- **Super Late Models**: Bump stops will be allowed. Why? Again the mission statement on economics. Teams could spend their money on shock packages or bump stops.

- **Late Models**: Outer tie rod ends can be exchanges with heim joints. This came directly from builders who stated teams will save a great deal of money if this option is allowed, thus this option was passed.
- **Pro Trucks**: The straight rail chassis will be allowed. Again this may help teams to be build trucks and help build the class.
- **G.A.M.'s**: There were no significant changes to the rules other then clarifying existing rules concerning weight.
- **Super Stocks**: All cars will weigh 3450 pounds. This will keep the playing field equal and follows with the competitive spirit of the mission statement.
- **F-8's**: The shock rule will stay the same as last year. To quote a member of the team "The cheapest shocks are the ones that are already on the race car", and you don't have to buy new ones, so why change the rule is what the decision came down to. Before purchasing shocks it would probably be best to discuss the various pros and cons of rebuildable versus not and decide on your own your return on investment.

We encourage your feedback before we make this official as always so please feel free to contact darrell@coloradospeedway.com . Some of the rules packages were updated on 1-24-2013. To avoid confusion we will now only have the rules posted in one location on this website which is at the top of the **Tech News** Section. Please bookmark http://coloradospeedway.com/tech and check it regularly.