

## SAFETY EQUIPMENT

Receivers are MANDATORY. Default Channel

Snell-rated SA2015 or SA2020 helmet required.

SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Fire extinguishers are required and must be mounted within driver's reach. Dry type only.

Driver's side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window.

Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required must be mounted securely to main roll cage. NO BELTS OLDER THAN 2 YEARS OLD.

Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'. Please refer to General Rules for more safety information.

## FRAME

American made full body rear wheel drive passenger car. Must be full or uni-body frame car with factory steel body. Must be 107 1/2" wheelbase minimum (1 inch side to side difference). Factory seams must remain visible. All mounts must remain stock mount stock location. **Any car with under the 108 wheelbase must be a V6 engine. Fuel Injected cars Must remain stock for make and model and must pull 16 inches of Vacuum**

## ROLL CAGE

Main cage must consist of continuous hoops, minimum 1.5 inch O.D. tubing, with wall thickness of at least 0.095 inch. Recommended: low carbon or mild steel.

Minimum of 6 point roll cage required.

Front down bars and rear hoop must be welded to OEM frame.

Driver's head must not protrude outside cage with helmet on.

Rear hoop can be no further back than the center of the door post. Door post must be in stock position

Rear hoop must have "X" brace consisting of one full horizontal and one full diagonal bar.

Minimum one cross bar in top halo front to back.

Must have at least 3 bars in front of driver minimum of 3/8 size steel tubing

Must have minimum 3/32 steel plate on drivers side door bars and cover at least 80% of the door area.

## BODY

All bodies must be unaltered OEM or OEM replacement in OEM location and match frame.

Front body mounts must be visible. You can use sheet metal (STEEL ONLY) to make body panels to replace bent factory panels. ALL PANELS MUST HAVE THE FACTORY LINES AND BE ROLLED LIKE FACTORY PANELS. THEY CAN NOT BE FLAT SLAB PANELS. THEY MUST REMAIN THE FACTORY SIZE AND SHAPE. If these panels DO NOT LOOK OEM/FACTORY you will not be allowed to race in this class until they are fixed. May run aftermarket firewall but cant be any further back than the oval hole in frame. Aftermarket floor pans are allowed. BODIES MUST BE IN STOCK LOCATION.

Sunroofs and T-tops must be enclosed.

Stock appearing aftermarket plastic nosepiece and tailpiece allowed.

No SPOILERS allowed.

Hood scoops and OEM appearance skirting allowed.

OEM STEEL hood trunk lid may be gutted. It may also be an OEM aluminum hood.

Hood and trunk must be securely fastened. Hood must be separate from fenders.

Front inner wheel wells may be removed. Rear wheel wells may be removed.

Trunk floor directly may be removed.

All doors must be securely fastened.

Fenders and quarter panels may be trimmed for tire clearance.

No reflective body panels.

#### DRIVER COMPARTMENT

Minimum 4 windshield bars in front of driver.

Aluminum high-back seat only; must be bolted in using minimum 3/8" bolts. With Big Fender Washers Back and Bottom

Cock Pit Can be enclosed but must have access panel to be able to be inspected.

Seat must be mounted no further back than where the door and rear quarter panel seam is.

#### SPRINGS

One steel spring per wheel only in OEM location. Minimum 4.5 inches O.D., maximum 13 inch free height, non-progressive coil springs only. No spring rubbers allowed. May run up to 1" total spacer above or under spring. NO ADJUSTABLE SPRING SPACERS

## FRONT SUSPENSION

All components and mounts must be steel, unaltered OEM, in OEM location and match frame. No spring spacers on front springs NO ADJUSTABLE SPRING SPACERS. NO LIMIT CHAINS OR STRAPS OF ANY KIND.

Can run IMCA style stock bolt in upper control arms 8 on right 8.5 on left.

OEM or OEM replacement ball joints allowed. No rebuild-able ball joints. No LONG ball joints must match make and model.

No sway bars, No Adjustable spring spacers, chains or cables.

Upper A-frame mount must remain OEM and cannot be moved.

Can run 3 piece spindles

## STEERING

All components must be steel unaltered OEM, in OEM location and match frame.

OEM steering column may be replaced with steel steering shafts (Recommended: collapsible steering shaft).

Steel knuckles only.

Steering Quickener allowed

Steering wheel and quick release may be aluminum.

## SHOCKS

Non Racer rebuildable stock mount for example Bilstein AK series or Afco 10 series.

SHOCK CLAIM \$100 dollar PER SHOCK with exchange

## REAR END

Floater rear ends allowed.

SOLID AXLES ONLY NO GUN DRILLED.

Nine inch Ford rear end allowed, but must be mounted like OEM rear end. 13 inch springs both sides must be mounted on center of axle tube no swivel mounts must be solid 1 inch spacer max

Center of Upper Control arm bolt must be 2.5 to 2.75 inches from top of housing. Center of rear lower control arm bolt hole must be 2.75 to 3 inches from bottom of housing must be the same side to side. That is for the uppers and lowers. OEM rubber control arm bushings only. All components and mounts must be steel unaltered OEM or OEM replacement in OEM location and MUST MATCH FRAME

One inch inspection hole in housing required.

Must be welded spider gears, or mini spool. Full Spools allowed. NO torque dividing mini spools or differentials.

## BUMPERS

OEM bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM and capped to fender with steel, welded or bolted.

Aftermarket fabricated tubular bumpers (front and rear) allowed, but must be covered by plastic nose or tail piece and bent to fit with rounded ends.

Main bumper bar must be minimum 1.5 inch O.D. (maximum two inch) with 0.083 inch (maximum 0.100 inch) wall thickness.

## TIRES AND WHEELS

8" wheels with 8" tires only 2 to 4 inch offset, steel wheels.

No bleeder valves allowed.

Tire options: Used asphalt take-offs 8" Grooving Allowed. American Racers allowed. Must durometer 55 or harder. Bead lock Right Rear ONLY

## BRAKES

Steel, unaltered operative four wheel, disc (front) and disc or drum (rear) brakes NO BRAKE SHUT OFFS ALLOWED. No aluminum calipers no drilled and slotted rotors

Aftermarket brake pedal assembly allowed.

Brake Adjusters Not Allowed.

Steel or Plastic brake lines allowed; must be visible.

Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs.

## EXHAUST

The only headers allowed are chassis headers no tri y's or crossovers all tubes must go into one collector. The IMCA stock car headers are allowed but they must have turn outs on them.

No pan evacuation systems, exhaust sensors or wrap.

## FUEL SYSTEM

Racing fuel cell required. Maximum 22 gallon capacity must be in minimum 20 gauge steel container and must be securely fastened in trunk above level of OEM trunk floor.

Metal firewall must be between driver and fuel cell.

All fuel cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts.

Fuel cell vents, including cap vent, must have check valves.

Fuel lines through driver compartment must run through metal pipe or metal conduit.

NO Fuel Filters in the drivers compartment

No cool cans.

Air cleaner top/stud cannot direct air into carburetor.

No top flow air cleaner housings, cold air boxes or air cleaner ductwork.

Mechanical OEM type push rod fuel pumps only.

#### CARBURETOR

Gauge Legal OEM Holley 4412 two barrel. No aftermarket metering blocks must be stock must have choke tower and 50 CC pump. Carburetor adapters allowed are Mr. Gasket 1929 or 1933 or any that are straight through not flared out. Max 1" thick adapter with a total thickness of 1 ¼ with gaskets.

#### FUEL

Gasoline only.

No performance enhancing or scented additives.

Racing fuel allowed.

#### WEIGHT

Car and Driver must weigh 3200 lbs. at end of race.

All added weight must be painted white with car number and have a minimum of two 1/2" bolts or studs to secure to frame or roll cage. Weight cannot be added any higher than the door line.

#### BATTERY/STARTER

One 12 volt passenger car battery only must be securely mounted between and above frame rails, and positive terminal must be covered.

Battery must be in trunk secured properly and terminals covered

Starter must bolt in OEM location.

Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided or go to rear of that race

#### GAUGES/ELECTRONICS

No unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges.

No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach.

12 volt ignition system and OEM HEI distributor only. Ford/Chrysler may use HEI distributor. NO 16 VOLT BATTERIES.

No billet distributors or crank triggers.

Ignition rotor, cap, coil and module must remain OEM-appearing.

Crate engines must use MSD #8727CT set at 5800. They must run a 350 CFM Carburetor

Rev-control must be mounted under hood on engine firewall and accessible for inspection with rev limiter facing upward.

No ignition boxes.

All wiring must be visible for inspection.

Alternator allowed.

No electronic traction control devices.

#### TRANSMISSION/DRIVE SHAFT

All forward and reverse gears must be operational.

Manual transmission: Must be unaltered OEM three or four speed, with minimum 10.5 inch steel/organic single disc-type clutch and steel pressure plate assembly inside an explosion-proof steel bell housing - minimum 270 degrees around top of clutch and flywheel area. No lightweight bell housings. Hydraulic clutch release bearing allowed. Steel unaltered flywheel only - 16 pound minimum.

Automatic transmission: Must be unaltered OEM, with unaltered OEM pump, original bell housing and minimum 10 inch diameter torque converter containing a minimum of three quarts of fluid. Torque converter must have a minimum 0.125 inch plug. Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flex plate. Flex plate must be full, unaltered OEM, or OEM replacement. No bump starts allowed.

Drive shaft: Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only. Drive shaft must be painted white. 360-degree driveshaft loop required and must be constructed of minimum 0.25 inch by two inch solid steel, or one inch tubing, mounted 10 inches back from rear of Transmission.

#### ENGINE COMPARTMENT

Engine must be in OEM location.

On GM metric frame, center of fuel pump must be 1 ¾ inches from center of fuel pump to front of crossmember

Frame and cross member may not be altered for engine placement.

Engine mount holes cannot be removed or altered on block. Aftermarket steel engine mounts allowed.

No mid-plate allowed.

Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Chrysler with Chrysler.

Overflow tubes must be directed to ground.

Steel or aluminum V-belt pulleys only.

No electric fans.

## ENGINE AND SPECIFICATIONS

OEM steel passenger vehicle production block only.

No GM Bowtie, Ford SVO or Chrysler W components allowed.

GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. EQ 350I DART 10024360

No center bolt TBI heads.

## CYLINDER HEADS

Steel only.

Must be unaltered approved OEM and minimum 76 cc combustion chamber (GM). 1.250 inch ( $\pm$  .015 tolerances) maximum O.D. valve springs.

NO porting, polishing or unapproved alterations allowed to any cylinder head or intake.

Guide plates screw-in shouldered studs (GM 0.375 inch max) and poly locks allowed.

NO stud girdles.

No roller or roller tip rocker arms allowed. 1.5 rocker arms only

GM - 1.250 inch ( $\pm$  .015 tolerance) maximum O.D. valve springs.

No Beehive valve springs allowed. Stroke must match block.

No 400 or larger cubic inch parts allowed. Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler).

9.5to1 compression MAX

2 or 4 valve relief flat top or dish pistons only, no gas ported pistons.

OEM or OEM appearing replacement steel crankshaft only - cannot be lightened; No Light Weight Assemblies.

No aero wing, bull nose, knife edge, undercut or drilling of second or third rod throws.

OEM or OEM appearing replacement steel rods only - GM 5.7 inch, No 6 inch rods allowed.

No splayed main caps.

Hydraulic camshaft and lifters .430 lift must pull 15" of vacuum at 1000 RPM. No RHODES LIFTERS  
Must be hydraulic lifters.

No altering of lifter bores.

OEM firing order cannot be changed (GM: 1-8-4-3-6- 5-7-2).

Steel oil pans only. Racing oil pans allowed. Mandatory one-inch inspection hole in all pans no obstructions to crank and rods. Wet sump oiling system only.

## INTAKE

Unaltered OEM cast iron 4 barrel intake or unaltered Edelbrock 2101 or Edelbrock 2701. Unaltered means no porting or polishing. No Bowtie intakes.

Unaltered OEM type harmonic balancer only. NO FLUIDDAMPNERS

## PROTEST

Car Protest \$150 protest fee. Cash only. Only driver can make the protest, not crew. \$50 of the protest fee goes to the Track

Item being protested must be in writing with cash five minutes following the completion of the A Feature event.

Driver making the protest must have raced at the Track the previous two weeks. Must be specific on what is being protested can not just say engine must be specific

Driver making protest must finish on lead lap night of the protest.

Only top three finishers are eligible to be protested.

SHOCK CLAIM must be done within 5 minutes of the race being over. You must have cash in hand and meet up with the tech official. You must finish the race and be on the lead lap to qualify to claim only the top 4 placers can be claimed.

## FINAL NOTES

Any driver that wins three races within one racing season will go through an extensive technical inspection, which could include but is not limited to bumper to bumper inspection. (In layman's terms, if you are cheating we will find it).

Track reserves the right to change or amend any rule at any time.

No creative interpretation of rules. If you have questions, call us before you are disqualified. If it does NOT say it, that doesn't mean you can do it.

OEM does not mean HIGH PERFORMANCE. If you cannot find the OEM part at your local parts store, then chances are you cannot run it. Any car that does not pass tech will be tech before that car races again.



