

THUNDER MOUNTAIN SPEEDWAY



2017 RULES

GENERAL RULES

The intended purpose of this rule book is to make for an even playing field for all competitors competing at Thunder Mountain Speedway. The promoters and officials will strive to the best of their abilities, to enforce all rules fairly and with respect. The nature of the sport has proven that questions concerning rules and procedures will arise from time to time. The promoters and officials will deal with these concerns in an orderly and fair manner. ALL COMPETITORS, CREW MEMBERS AND OFFICIALS SHOULD BE FAMILIAR WITH THE RULES AND PROCEDURES OF THIS BOOK.

RULEBOOK DISCLAIMER: 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. By participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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, spectator or official.

The Promoters shall be empowered to permit minor deviation from any of the specifications herein or impose further restrictions that in their opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the promoters and officials. Their decision is final.

Tech inspector and track promoters reserve the right to check and deem any car unsafe or illegal based on the following rules. If you do not read a specific rule in this rule book, you will need to check with tech inspector and/or speedway promoters before assuming something will be legal. Items not covered in this rule book will be at the discretion of I-88 speedway officials and promoters.

Any time the word "stock" is used in this rule book to describe cars, parts or components, means available over the counter from GM, Chrysler or Ford authorized dealers (Also to mean stock from the aftermarket).

INSURANCE

1. Any person who enters the pit area and has signed the waiver release form at the pit entry is entitled to benefits arranged by the speedway. All children entering the pit area must have a minor waiver release form signed by a parent.
2. It is highly recommended that all competitors carry additional life and medical insurance.
3. Anyone involved in an accident while on the racing premises must report the incident to the promoters before leaving the facility that night (if they are not able, someone from their team must report it). Incidents not reported that night, these benefits will not be available per the insurance company.
4. The minimum age to enter the pit area may be changed at any time.
5. Driver's minimum age is fourteen (14) with properly signed waiver release form by a parent.

MEMBERSHIP

1. Pit membership licenses are available for the season at the cost of \$50.00 each. Anyone with a membership license will pay \$5.00 less on regular pit admission for each event at the speedway for the current season.

2. Pit membership license are non-transferable. Anyone caught using a pit license not in their name will not be allowed in that night and subject to suspension.

SPEEDWAY FACILITY

1. There will be NO drinking of intoxicants by anyone entering the pit area prior to or during any racing event. Anyone in the pit area suspected of drinking alcohol before or during an event will be removed from the pit area and possible suspension.
2. At all racing events, driver and owner assumes the responsibilities of not only their own actions, but also the actions of their crew. This goes for actions anywhere on speedway premises. The driver and/or owner shall be the only spokesperson for the team.
3. In the event of a disagreement, anyone taking physical action for any reason will be subject to suspension and/or fines. This will include the person and the car they are associated with. Suspension and/or fine will be determined by the speedway promoters.
4. There is local law enforcement on the speedway grounds at all times during a racing event in the case any arrest need to be made.
5. NO one shall enter the tower or flag stand during or after the racing event other than track officials. Anyone doing so will face suspension and fines for themselves and the team they are affiliated with. Anyone wanting to discuss a scoring decision must report to the pit steward to contact the appropriate official.
6. Anyone deliberately disobeying an order from any track official is subject to suspension and/or fine as well as the car they are affiliated with.
7. Any driver and/or owner found violating any of the rules or procedures of this rule book shall be subject to suspension and/or fines.
8. Any fines need to be paid in full before that person is able to enter the pit area again.
9. The promoters have the right to prohibit anyone suspended from another race track from entering the pit area for the length of their suspension.

SAFETY

DRIVER:

1. Driver's seat must be securely fastened to frame or cage in at least six spots, (4 bottom 2 back) with minimum 3/8" bolts. Seats mounted over drive lines must have minimum 1/8" steel plate under and up the back 4" at least the width of the seat.
2. Seats must be high back aluminum racing seat .090 minimum thickness. No fiberglass, plastic or bucket seats.
3. Mandatory shock resistant roll bar padding on all bars that the driver's head or other body parts may come in contact with while strapped in the seat. On cars with center steering, both housings must be covered with same type padding.
4. Mandatory while driving: Full face helmet, Snell approved 2005 or newer and no older than 5 years old from production date. Must be in good condition and no hard hit marks. Fire suit: Minimum SFI 3-2A/1, 1 or 2 pieces. Must be in good condition, no tears, holes or broken zippers. Gloves: Must be minimum nomex single layer and in good condition. Neck support: either collar type or SFI rated neck support system. Recommended: Nomex underwear, socks, hood and fire proof driving shoes. BELTS: Must be SFI dated and tagged by manufacture, cannot be older than 5 years from the production date. Any belts not tagged will be considered expired. Recommend replacing all belts after any strong impacts. Any belts in an unsafe condition must be replaced regardless of age. Must be minimum 5 point harness

with minimum 3” wide lap and shoulder belt and 2” wide submarine belt and quick disconnect. All belts must be mounted as per manufactures instructions to the frame or cage.

5. All crews must have operable fire extinguishers capable of putting out fuel and oil fires.

CAR:

1. All cars are subject to inspection at any time and must be free from mechanical defects and be in safe condition.

2. Drive Shaft Cover is mandatory. All cars with open shafts must have a tunnel, min. 1/8” steel from 2” under front edge of seat to back of transmission covering shaft and “U” joint on top and both sides down to floor. It must be held in place with at least four (4) 3/8” bolts minimum, to a substantial cross member. A 360 degree aluminum tubing of no less than 1/4” wall 6061-T6 material will be accepted providing it covers complete shaft and “U” joint back to seat. No cast or welded tubing. The drive shaft cover must be solid, no cutaways for lightening purposes. Drive shafts must be painted white. NOTE: Closed drive type cars, torque tubes or bells that already have a 360 degree covering from “U” joint to seat will be accepted.

3. Any car that has a suspension link such as a torque arm, coil over or trailer bar in the drivers compartment, must have a steel cable (min 1/4”) or clamp around it to limit its range should it break loose from its mount. Should be free of sharp edges and padded if possible.

4. All classes require a drive shaft loop that must go completely around the drive shaft made of substantial material.

5. Mandatory windshield screen of substantial material (no chicken wire or aluminum) must cover the entire windshield area. Full fender cars must have a center windshield post connected to the cage.

6. All cars MUST have a fuel shut off within reach of the driver and clearly labeled ON and OFF. All fuel lines running through the driver’s compartment should be run in a safe manner. Braided fuel lines recommended. Lines should be run through rubber or steel conduit. No cast fittings.

7. All wheels must have minimum of five (5) lug nuts. Except 4 cyl. with stock 4 lug.

8. Exhaust must be safe from driver and exit past the driver’s seat. All cars must have mufflers.

9. No mirrors.

10. All cars should be neatly painted with bold neat numbers on both doors and the roof minimum 16” tall and numbers on the front and rear of car.

11. Inspector reserves the right to request body sheet metal to be replaced and painted if it has been badly damaged.

12. Fuel cells must be securely mounted by at least two (2) steel straps, each 1” wide minimum. Each strap must be mounted with at least two (2) 5/16” bolts. Fuel system must have tip over safety and breather valves. A reinforcing cage or chassis bar must be installed behind the fuel cell.

13. Must have two (2) throttle return springs and a steel toe loop on the gas pedal.

14. All cars will have an ignition switch and master disconnect switch within reach of the driver boldly labeled ON and OFF.

15. All cars must be equipped with a quick release steering wheel.

HANDICAPPING

1. The number of cars to be qualified through each heat and consi will be determined by the handicapper and posted on the pit board before the first heat.

2. If a driver qualifies more than one car, he must drive the last qualified car in the feature. The other car is not eligible. On postponed events, the driver qualified may run a different car without losing his position.

3. All driver changes MUST be reported at pit check in or to the pit steward. Failure to report a driver change will result in a one week handicapping penalty and no points or money for that race.
4. Any handicapping and scoring inquiries must be made to the pit steward. NO person affiliated to any race team is allowed in the scoring tower. Failure to abide by this rule will result in suspension and fines for that race team and individual.
5. Finishing order, money and points are considered official when posted at the pit board after the feature. Any questions regarding the finishing order must be directed to the pit steward first for him to contact the scorers. Any discrepancies must be taken care of before leaving the speedway that night.
6. No car can compete in two (2) classes without prior approval from the promoters.
7. No driver can compete in more than one class without prior approval from the promoters.
8. The first two (2) weeks of a new season will be a draw for heat starting positions in all classes. Feature line ups will be a redraw based on the amount of cars. The number to redraw will be posted on the pit board before the first heat race. Regular handicapping will start on week three.
9. Starting in week three, if any of the top five (5) in track points fail to qualify for the feature they will be offered the opportunity to “buy in”. Only two (2) spots will be taken starting with positions 1 – 5 in points. They must have attempted to qualify. If the top five in the current points standings all are qualified, the “buy in” will be offered to the previous seasons top five (5) in points.
10. Bubble cars will be used if there are qualified cars that cannot make the feature and there are no “buy in” cars, to fill the field at 24. They must be ready and on the track before the field takes the white flag for the original start.
11. Drivers must take the original green flag to receive points and money. Any qualified car that does not take the original green flag will be considered “DNS” did not start.
12. All restarts will be lined up based on the last completed lap.
13. Handicap points will be based on points earned over the past three complete features. Cars not entering those events will be handicapped as a win plus one point.
14. The number of cars to qualify and be handicapped for the feature will be determined by the number of cars entered that night. It will be posted on the pit board before the first heat.

PITS

1. No excessive speeding in the pits. Penalties will be issued for speeding.
2. All cars must be staged before their event goes on the track or will have to start in the rear. If a car will not start in the staging area, it may be pushed started and keep their original starting position as long as they do not hold up the start of the race. If they hold up the start of the race they will have to start in the rear.
3. We will not wait for any cars to start a race. Must be ready when your race comes on the track. If not on the track for the original green flag you will not be able to run.
4. When entering or exiting the race track you must keep your car under control, to avoid other cars and crew members in the pits.
5. There is NO use of the track other than crossing over it when entering the pits and exiting the track. Except for the winner to visit victory lane in front of the grandstands.
6. No drums of fuel allowed in pit area.
7. During feature events only, we will try to give a race team two (2) caution laps to change a flat tire or make a minor repair. We will NOT give a car 2 laps if they stop on the track to bring out the caution flag. This rule is in effect as long as there is allowable time due to curfew.
8. Final finishing orders will be posted on the pit board shortly after each feature. Any discrepancies must be made then to the pit steward to get resolved. Payoff will be shortly after at the pit shack.

TRACK

1. The flagger's lap count is official.
2. Flagger has complete charge of track while racing. No protest allowed on flagger's decision.
3. Only track officials, safety and wrecker crews will be allowed on the track in the event of an accident. NO crew members are allowed on the track. Violation may cause disqualification and/or suspension.
4. No repairs can be made on the track. You must report to the pit area and return to the rear of the field.
5. Under caution, any car that goes to the pits must return to the rear of the field.
6. All cars must take the initial green flag in the feature to be eligible for points and money.
7. Any car that is involved, spins or stops to avoid an accident is considered part of the caution and must start in the rear.
8. If the caution comes out for an accident in turn one and someone spins in turn three after the original caution has been displayed, they are not considered part of the caution and can remain in their position.
9. Anytime the red flag is displayed all cars are to stop as soon as safely possible. No cars can enter the pits or be worked on as long as the red is displayed.
10. Any car causing three (3) cautions in the same event will be sent to the pits. The flagger may black flag any car causing unnecessary delays or for safety reasons. If given the black flag report to the pits immediately or be disqualified.
11. Any driver violating any of the flag rules will be penalized.
12. Rough riding WILL BE penalized. If occasion warrants, driver may be fined and/or suspended. All fines and suspensions are at the discretion of the track promoters.
13. All starts are at the cone in turn four (4). All cars must stay in line to that cone. Anyone jumping the start will be penalized. First penalty for jumping any start is two (2) positions either at the next caution or at the end of the race. Second time to the rear, third time to the pits.
14. In the event of a caution before one (1) lap is completed, it will be considered an original restart except for the car(s) involved in the caution. Any cars in the caution must go to the rear.
15. All restarts will be double file until the halfway point of the race. After half way, restarts will be single file. If during double file restarts the field does not complete a lap in two (2) tries, field will be lined up single file for the remainder of the event.
16. The race leader has choice of inside or outside on restarts. NOT the original start. The leader paces the start either on the inside or outside.
17. When the caution comes out all cars are to get single file. This is so the scorers can review the line-up and to make it easier for safety and wrecker crews to attend to an accident.
18. The scorer will communicate with the drivers and track officials as to what the correct line up is. Anyone that challenges their position will be sent to the rear.
19. No driver is permitted to stop at the flagger stand for any reason. The only time a driver should communicate with a track official during a race is for debris on the track or some other unsafe situation. Pull to the inside of track and talk to one of the corner flaggers.
20. There may be a time limit put on feature events for curfew or threatening weather reasons. You will be notified before the start of your feature if this is going to be enforced.
21. Any competitor that uses their car at any time for retaliation purposes will be disqualified for that event and possible suspension and/or fines.

WEIGHING

1. At the end of each feature event the top five (5) cars are to report directly to the scale area in the infield. Cars that are supposed to report to scales and do not will be disqualified. Scorer will notify the cars that need to report to scale area.
2. On occasion there could be a random finishing position drawn to be weighed at the end of the feature also. That car will be told on the radio after the race or may be determined before the feature events start.
3. Any car tampered with before weighing will be disqualified.
4. All weights are dry with driver, just the way you finished the race. If car is underweight, we will weigh the rest of the cars and give you a second chance without leaving the scale area. If underweight on second reading you will be disqualified.
5. Track scales are official. NO tolerance. No protest or appealed allowed.
6. Any car can voluntarily be weighed when the scales are open, preferably before heat races start. Voluntary weights will only be shared with the driver.
7. The first car to cross the scales must be the winning car before going to victory lane.

RADIO COMMUNICATION

1. One-way radios are MANDATORY in ALL divisions racing at Thunder Mountain Speedway.
2. Radio frequency used by the speedway for drivers is 454.000
3. Cars not equipped with one-way radios will not be able to compete.
4. One-way radios are used by scorer and track officials to communicate with drivers, for line ups and cautions. Also for any driver that is to be penalized for an on track incident.
5. Under caution ALL cars are to get single file, track scorer will radio any wrong positions. Any drivers protesting their restart position will be sent to the rear.
6. Any car stopping on the track to protest a restart position will be sent to the rear.
7. Radios are considered a working part of the race car. Be sure that they are working. Track will run periodic test.
8. No two-way radio communication between driver and crew.

DUMPING OIL AND TIRES

1. The law prohibits the dumping of oil or leaving old tires on the speedway premises. Track will supply a barrel to dump used oil in at the pit shack.
2. Any race team found dumping oil on the grounds will be fined \$100, disqualified and turned over to local authorities for prosecution. Any team found leaving old tires on the grounds will be fined \$100 per tire. Team is suspended until fines are paid.

PROTEST

1. Only a driver and/or owner may file a protest.
2. All protest must be in writing and given to the pit steward within ten minutes of the conclusion of the event. The written protest must state exactly what is being protested on the car in question. Only one (1) particular part per protest. Written protest must include money.
3. Any crew member interfering with the protest process will cause the protest to either be disallowed or disqualification of the protested car depending on which car the crew member is from.
4. Results and findings by track officials will be final.
5. Depending on the infraction, car may be disqualified and scored as such. Also will have to be re-inspected and any fines paid in order to race again.
6. If a formal protest is made, the payoff may be delayed until the protest is satisfied.

7. Any finishing order discrepancies must be made within ten (10) minutes of official posting at the pit board to the pit steward. A check of the scoring will be reviewed and the official finish will either be recertified or corrected.
8. Any protest deemed retaliatory or lacking substance may be disallowed at the discretion of track officials and/or promoters.
9. Visuals inspections and protest must be done before the event begins.
10. Protester must be in top 5 finish and state what is being protested.

PROTEST FEES

1. Internal Motor Part: \$500 (\$400 to protested car if legal, \$500 returned if illegal)
2. If protesting the crank, rods will be included. \$500
3. If protesting the heads, intake will be included. \$500
4. When heads are removed, if pistons aren't illegal the head protest will include them.

MODIFIED ENGINE

BIG BLOCK-SMALL BLOCK (OVER 358 CD) ENGINE SPECIFICATIONS

(Thunder Mountain Speedway allows various engine combinations. This is a guideline for the more popular).

ENGINE

1. Any block
2. Aluminum blocks are permitted.
3. Only normally aspirated engines are permitted.
4. Maximum displacement of 467 cu.
5. No reverse rotation engines.

CARBURETOR

1. 1-4 barrel carb.

INTAKE MANIFOLD

1. Optional as to design or manufacturer, but the manifold must allow for the mounting of only one 4-barrel carburetor.

CYLINDER HEADS

1. Any 2 valve per cylinder head.
2. Optional as to design or manufacturer, but must be made of cast aluminum or cast iron only.
3. Valve sizes are optional.
4. Any form of porting is permitted.
5. Titanium valves and retainers are permitted.
6. No hollow stem valves or liquid cooled valves are permitted.
7. Only 2 valves per cylinder are permitted
8. Only one spark plug per cylinder

CAMSHAFT

1. Optional as to design or manufacturer, but camshaft must be in block in stock location.
2. No overhead cams are permitted.

PISTONS/RAMS/CRANKSHAFT

1. Any 3 ring piston, any steel rod/crankshaft – no titanium.

IGNITION

1. Any kind of ignition is permitted, as long as it is mechanically driven in the stock position.
2. No crank trigger ignition systems are permitted.
3. Only one ignition coil and one ignition box (amplifier) are permitted on the car.
4. Only one spark plug per cylinder is permitted.
5. Traction control devices are not permitted. Traction control devices that use the brakes are also illegal.

6. Ignition boxes must remain as manufactured with no internal or external alterations.
NOTE: Ignition boxes may be swapped or confiscated by Speedway at any time.

LUBRICATION SYSTEM:

1. Conventional or dry sump may be used.

FUEL:

1. Only racing fuel or pump gas is permitted – small block under .360 C.I. can run alcohol.
2. No nitrous or any other additives are permitted.
3. All fuels are subject to random testing at each track.
4. No electric fuel pumps are permitted.

SPORTSMAN ENGINE

ENGINE SPECS

This class is reserved for North American passenger car V-8 engines with stock OEM cast iron block and heads.

1. Normally aspirated engines only.
2. All engine parts must have casting or part numbers on them for identification.
 - Engine maximum overbore cubic inches (C.I.).
 - GM Crate - 4.00" bore x 3.480" stroke 350.
 - Chevy 350 - 4.00" bore x 3.480" stroke + .070" 363 C.I.
 - Ford 347 – 4.00" bore x 3.400 stroke + .060" 352 C.I.
 - Ford 351 - 4.00" bore x 3.500" stroke + .060" 363 C.I.
 - Chrysler 360 - 4.00" bore x 3.578" stroke + .020" 364 C.I.
 - Chrysler 340 - 4.04" bore x 3.313" stroke + .060" 350 C.I.

CYLINDER HEADS

1. Stock cast iron OEM American passenger car cylinder heads.
2. Chevy bow-tie, Dart 180 or 200, Chrysler W-2 and Ford competition heads are permitted.
All identification numbers must be visible and unaltered.
3. Factory valve spacing and angles must remain unaltered.
4. NO aluminum heads.

RODS

1. OEM stock production or aftermarket solid steel rods only.

CRANKSHAFT

1. Any steel or cast iron crankshaft is permitted providing it maintains stock stroke for engine being used.
2. Aftermarket OEM replacement crankshafts with holes drilled through crankpins are permitted providing they maintain stock specifications and appearance.
3. NO lightweight crankshafts permitted. 45lb minimum weight.

4. The minimum rod and main journal sizes must be manufacture specifications less factory undersize. Stock mains 2" rod journals.

PISTONS

1. Any brand three ring flat top aluminum pistons.

CAMSHAFT

1. Any make hydraulic or flat tappet camshaft is allowed.
2. No roller cams.
3. Shaft rockers are NOT allowed.
4. Engines with stock OEM shaft rockers are allowed.
5. Roller rockers with optional radios are allowed.
6. Lifters must maintain stock OEM diameters.
7. Lifter bores must remain in stock OEM positions and angles, but may be rebushed for wear.
8. A flat steel lifter galley plate may be used to prevent engine damage in case of push rod failure.

INTAKE MANIFOLD

1. OEM stock cast iron 2 barrel intake manifold permitted.
2. Optional aluminum 4 barrel spec manifold may be used:
Chevy 350 - Brodix # HV1011 Ford 350 - Edelbrock # 2981 - 2980 Ford 347 2921
Chrysler 340 - Edelbrock # 2915 Chrysler w/W-2 heads # 2920

CARBURETOR

1. Any American stock OEM 2 barrel carburetor with up to 1-11/16" throttle bore with no adapter plate is acceptable on 2 barrel cast iron manifold.
2. Holley carburetor # 4412 may also be used. Spacer adapter of no more then 1-1/16" including gasket.
3. Modifications that will be permitted, any other modification will NOT be permitted:
 - Holes drilled in the throttle plates for proper idling.
 - Drilling, tapping and plugging of unused vacuum ports.
 - Welding or throttle shaft to linkage arm.
 - Drilling of idle or high-speed air correction jets.
 - Milling of center carburetor body metering block surface a max. of .015" on each side.
 - Removal of choke plate and shaft.
 - Jets may be changed as needed.

IGNITION

1. Distributor must be stock OEM or stock type aftermarket.
2. Stock OEM or stock type aftermarket coil and module.
3. No trigger ignition.
4. On H.E.I. ignition systems coils must remain in the stock location and system must remain as manufactured.
5. Must maintain OEM firing order.
6. Only one (1) coil allowed on car.

7. Only one (1) 12 volt battery permitted.
8. No step up transformer or any other device that increases voltage allowed.
9. No traction control devices or form of braking devices that controls traction allowed.

LUBRICATION SYSTEM

1. No dry sump systems allowed.
2. Steel oil pans only.
3. The oil pan must have a 1" inspection hole on the left side for checking connecting rods.
4. No external oil pumps or Accu-sumps allowed.
5. No form of engine evacuation system by internal or external driven pumps or by connection between exhaust system and valve covers, intake manifold or oil pan allowed.
6. Oil coolers are permitted providing they are mounted under the hood or under the left wing panel.

WATER PUMP

1. Water pump must be cast iron or aluminum.
2. Radiator fan must be steel.
3. No electric cooling fans or pumps allowed.

FUEL PUMP

1. Must remain in stock location for make engine.
2. Must be driven as stock OEM equipment.
3. No electric fuel pumps allowed.

FUEL

1. Racing or pump fuel only.
2. No nitrous or any other fuel additives.
3. All fuel subject to random testing.

Any infraction of the engine or fuel specifications as mentioned above may result in disqualification, suspension and/or fines.

MODIFIED and SPORTSMAN RULES

MODIFIED AND SPORTSMAN SPECIFICATIONS

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The topside bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. All roll bar bracing must be a minimum of 1-1/2" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.
2. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be directly welded to the 2 x 4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rules will govern the width dimension.

3. Only two roll bar diameters will be permitted. Roll bars of 1 3/4" diameter will require a minimum of .095" wall thickness. Roll bars of 1-1/2" diameter will require .120" wall thickness.
4. The roll cage must be integral with the frame. All frames built in 2005 and later must have a manufactures serial number plate prominently attached by welding on the left side front roll cage upright. The letters and or numbers shall not exceed 8 digits and be 1/2" in height.
5. A minimum clearance of 1-1/2" is required between the top of the normally seated driver's helmet and the underside of the horizontal roll cage bars.
6. Shock resistant roll bar padding must fully cover all bars that may come in contact with the driver's head while strapped in the seat. On center type steering, all housings, lines, and fittings must be covered with shock resistant roll bar padding. The steering wheel center must also be padded. The starter housing and any other points of contact that could potentially injure the driver must also be adequately padded. It is recommended that this padding is flame retardant.
7. All cars must have a functional padded head rest which must be in line with center of driver's head, if not built into the seat.
8. Adequate window openings on both sides of the car must be maintained for emergency exit of the driver. The minimum opening size is that which will allow a rectangular box with dimensions of 12" high by 18" wide by 30" long to be passed through the inside of the car from one window through to the other side. Any obstacles other than the driver's head rest, which prohibit the passage of the inspection box through the cockpit, must be removed.
9. All cars must have a drive shaft cover. All cars with open driveshafts must have a tunnel, made from a minimum of 1/8" thick steel which extends from 2" under front edge of seat to the back of the transmission covering the shaft and "U" joint, and output flange on top and both sides. It must extend completely down to floorboards. It must be held in place with a minimum of four 3/8" diameter bolts at bottom connected to a substantial cross-member. This drive shaft cover must be a solid unit with no cut-aways for lightening purposes.
10. Two steel safety rings diameter to suite x 1/4" wall thickness x 2" wide, each fastened by two 3/8" grade 5 bolts to the torque arm side plates or the frame must be installed around each universal joint.
11. Closed drive type cars, torque tubes, or bells that already have a 360 degree covering from "U" joint back to seat will be accepted as is. To protect the driver, any suspension link such as a torque arm, coil over or trailer bar inside the driver's compartment must have a steel cable (1/4" in diameter or more) or clamp connecting it to a substantial cross-member to limit its range should it break loose. These parts must have no sharp edges and must be padded.
12. Firewalls, both front and rear are mandatory. The rear firewall must extend from the top of the fuel cell to the belly pan to isolate the driver from the fuel cell. A minimum thickness of .050" aluminum or steel is required. A minimal amount of sheet metal may be cut out for drive shaft clearance. The front firewall must fully isolate the driver from the engine compartment.
13. Belly pans are mandatory and must extend from front firewall to rear firewall and be attached at both spots. It is mandatory to have a separate floor to protect the driver's feet in the event the under pan falls off. This extra floor must be attached to the frame or cross-member or both, and extend from the front firewall past the front edge of the seat.

SEAT AND SEAT BELTS

1. All cars must be equipped with 5 point seat belts to SFI 16.1 specifications. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting. Seat belt webbing that comes into contact with any sharp or un-radiused metal edge must be

protected from that edge by means of push on grip vinyl trim. The areas of concern are the webbing slots in the metal racing seats. All the seat manufacturers either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions. Webbing entry slots into the seat with an existing metal roll of 1/8 inch smooth radius will not require vinyl trim.

2. The areas where the webbing slot has been enlarged by filing or cutting are of particular concern. In most instances the edges have been left sharp, increasing the incidence of belt failure. As racing seat belts are subjected to severe conditions, it is required that worn/frayed belts are replaced immediately. We encourage that undamaged belts are replaced every 36 months. The date sewn into the webbing should be used as a guide. Belts older than five (5) years old will not be permitted for the 2011 season. Damaged belts will absolutely not be permitted.

3. Driver's seat must be securely fastened to frame or cage in six spots, with a minimum of six 3/8" bolts, four on bottom and two on the seat back. All seats must have a minimum 1/8" steel plate under and up the back 4" and be as wide as seat. The seat must be one piece high back type only. The seat must be made of aluminum only (no fiberglass). A full containment seat or aftermarket bolt on head restraint is highly recommended.

DRIVER'S EQUIPMENT

1. All drivers must wear a SA 2005 or newer SNELL approved full-face helmet.
2. All drivers must wear a clean one or two piece SFI driver's suit, quilted or with underwear, head socks, gloves, foot socks and shoes.
3. Arm restraints are highly recommended. Neck braces are mandatory.

FUEL

1. All crews must carry an operable fire extinguisher of 20 pound marked with the car number in 2 inch numbers/letters in the rear of their transporter, capable of extinguishing gas and oil fires!
2. On board "flame-out" systems fitted in the race car are recommended.
3. A fuel cell with a maximum capacity of 24.5 U.S. gallons is mandatory. No pressure tanks are permitted on fuel systems.
4. The fuel cell must be fully encased in a steel container with a minimum thickness of 20 gauge. An optional aluminum container may be used with a minimum thickness of .060". The cell must be fully foamed with just a minimal cut-out for filler. Cut-out may be no larger than 6" wide by 10" long by 7" deep. Fuel lines must siphon from the top only. There must be a one-way safety valve in the vent line. Fuel tank must be mounted behind driver. Fuel tank must be secured by at least two steel straps (each strap must be a minimum of 1" wide) and bolted with at least (2) 5/16" diameter grade five bolts.
5. Fuel cells should be to SFI 28.1/.2 or FT3. No fuel cell bladders may be older than 5 yrs from date of manufacture.
6. A horizontal bar with minimum dimensions of 1" by .095" wall thickness must be mounted behind the fuel cell for rear impact protection.
7. No racing fuel in drums may be brought on to track premises.
8. A fuel shut-off valve must be mounted within easy reach of the driver and the safety crew. It must be labeled in a clearly visible location with words FUEL ON /OFF with a bright colored paint or decal.
9. A minimum of two throttle return springs and a steel toe loop on gas pedal are required. Throttle return springs must be mounted in two different locations.

10. Fuel tank height: 12" minimum from the ground to the bottom of the tank.
11. Tank must be centered inside of the frame rails, be rectangular or square in shape on all sides for measuring capacity. The capacity will be measured as a maximum of 5660 cu. in. using the formula with all sizes of the metal container measured externally in inches. Length minus ½" x width minus ½" x depth minus ½" = no greater than 5660 cu. in.
12. Tank panels may not be bowed out or bellied to increase capacity. No tolerance.
13. Tanks or lines may not be altered in any way to increase capacity. No large or long fuel lines, no oversize filter housings or fuel coolers.
14. No fuel lines larger than #10 permitted. No auxiliary tanks, no fuel filters with more than ½ quart capacity.
15. Fuel tank vent line must have an inline one-way valve to prevent spillage.
16. Only one carburetor fuel log will be permitted and is limited to a maximum 1" O.D. dia.

ANCILLARIES

1. All cars must have an ignition switch, which is easily accessible within the driver's compartment. The ignition switch must be marked ON/OFF with a bright colored paint or decal and be clearly visible and easily accessible to the safety crew.
2. Fuel lines, power steering lines, and fittings running through the driver's compartment must be made from an approved braided type line only. No plastic or glass fuel filters permitted. High pressure lines and fittings or hot fluid lines running through the driver's compartment must be encased or shielded by a deflector to prevent driver injury.
3. All cars must at all times have four wheel hydraulic brakes in good working order. Brake tests may be held throughout the year.
4. Rear wheels must have a minimum of five lug nuts. A minimum of three lug nuts is required on front wheels only. No knock off hubs are permitted on any wheel.
5. Exhaust headers must be safe for the driver and exit past the driver's seat.
6. All exhaust pipes must exit facing the rear of the car and be directed in such a way as to disturb as little dust as possible. Pipes may not exit through the doors or in front of the rear tires.

BODY

1. No mirrors or reflecting devices permitted.
2. Inspectors reserve the right to request body or sheet metal to be replaced and painted if it has any sharp edges or is not looking presentable to the sport.
3. No oil cooler may be mounted external to the bodywork. All oil cooler piping shall be routed under the bodywork, as safely away from driver as practical.
4. Oil coolers may be no further forward than the centerline of the rear axle. The cooler must be horizontal and flush with the cut out in the deck.
5. Oil coolers with a duct covering them on both sides and the rear may be mounted further forward than the center line of the rear axle.
6. Oil coolers may be mounted under the hood ahead of the motor.
7. Maximum rear spoiler height, regardless of ride height, may not exceed 50". This height will be randomly measured during an event. Cars not in compliance will be excluded. It is suggested that manufactures do not make tall cars that can only pass tech at low ride heights. The following race car driver must be able to see through for clear view of track ahead.
8. All cars must have a full steel windscreen (rock guard) of substantial material with a maximum individual hole opening of 2" by 1" by 1/16" (no chicken wire or aluminum). Screen

must cover entire windshield area left to right across the cage and from top of cage down to hood or cowl. Clear lexan or safety glass windshields may be used for additional protection if they are in the driver's line of sight. They must be shatterproof and mounted behind the screen enabling driver to wipe them clean.

Any additional windshield must not obstruct the emergency exit of the driver.

BODY STYLE AND DIMENSIONS. ALL MEASUREMENTS MAY BE TAKEN WITH OR WITHOUT DRIVER AND OR WITH OR WITH OUT FUEL. TOLERANCE PERMITTED ON ALL BODY DIMENSIONS IS MAXIMUM ½" (ONE-HALF INCH). THIS IS A TOLERANCE. NOT A DIMENSION TO BE ADDED TO THE BODY DIMENSIONS.

BODY MATERIAL

1. Only aluminum or steel will be permitted for all inner and outer body panels.
2. A maximum of 4" vertical plastic material extending below the metal body panel is permitted. The plastic thickness shall be between .090" and .125" and an overlap of 2" to secure to the doors/door extensions will be permitted. Doors/door extensions must still have a minimum of six inches of ground clearance including plastic material
3. The overall dimensions of the doors and door extensions must meet the specifications.
4. The roof must be fiberglass only.
5. Hood, hood scoop, windshield cowl, right rear inside tire clearance cover and front spoiler may be constructed of either fiberglass or aluminum.
6. Only CLEAR Lexan will be permitted for the rear spoiler and the rear wing windows. NO STICKERS OR WRITING WILL BE ALLOWED ON THEM!

ROOF

1. The roof must be centered from side to side on roll cage and also be centered on frame (No offset bodies). Leading edge of roof must be fastened in a stationary position a minimum of 33" and a maximum of 48" in front of rear axle centerline. The roof must be securely fastened at the back and on both ends.
2. Length of the roof: maximum 60", minimum 48". Width of roof: maximum 52", minimum 48". It must display a turtleback style and shape with at least 3/4" belly front to rear and 3/4" side to side. The roof contour must fit roof template patterns left to right and front to back (NO FLAT ROOFS). Front lip may not be more than 1/2". Side edges may be no longer than 11/8" break.
3. The roof cannot change shape or location while racing.
4. Overall height (top of highest point): minimum 52", maximum 61", measured from the ground. Maximum roof angle is 5 degrees.
5. The roof must be one piece fiberglass only and be a single ply, one contour inside and out. No carbon fiber. Roll bars must be exposed. No vertical metal used to mount roofs will be permitted covering the roll bars. The roof must weigh a minimum of ten pounds.

FRONT DOOR POSTS

1. Door posts must be flat aluminum sheet metal only. They must go in a straight direct line from the roof to the doors. From a side view they must be seen as a 2" dimension. They must be no wider than 2". They may be bead rolled or have a lip for re-enforcement, but can't exceed a 3/8" maximum thickness at that area. The material thickness used may be a minimum of .050" to a maximum of .090" inches. Only a one-piece construction will be accepted! There will be no

Tolerance on these measurements. Door-posts must attach securely to the metal roof support and doors! They may be bolted with a min. of (2) 3/16" bolts to the door bracket for the ease of fabrication.

2. No Lexan vent windows or excessive sheet metal will be permitted in the vent corner where the post meets the door panel.

REAR WING WINDOWS (DIRT STYLE BODIES)

1. All rear wing panels and windows must resemble a current OEM body style. Their upper profile may not protrude above a straight line drawn from the rear of the roof to a point 3" higher than the rear deck. There must be at least a 2" indent in the profile, so as not to make this panel a fast back.

2. The maximum base length may not exceed 61". Left and right must be of the same style and dimension.

3. All window styles must be nominally 160 square inches (suggested 10" tall x 16" long), clear, smooth Lexan with no bends or breaks.

4. No writing or decals permitted on the wing windows.

5. Rear view of the wing window must go in a straight line from top of quarter panel or body line to the roof, with a maximum gradual bow of 2" in the center of wing window.

BODY WIDTH AND GROUND CLEARANCE

1. Body width (measured anywhere along the body line, front or back): 68" maximum, 64" minimum.

2. Minimum chassis ground clearance 2 1/2".

3. No fan or ground-effects cars are permitted.

4. No rubber skirts, fins, or spoilers of any description are permitted under the car.

5. A 2" max air deflector is permitted in front of radiator to facilitate cooling.

DOOR PANELS

1. Side door panel: minimum 60", maximum 70" in front of centerline of the rear axle. Doors, front door extensions and rear quarter panels must be flat and mounted in a vertical position. They must remain flat with no louvers, bead rolls, holes or protrusions from top to bottom. The exception being for rub rails. Doors may have a max. of a 1" long lip at a 45 degree outward angle 1/2" away from the sheet metal for the purpose of reinforcement. This will be allowed at the top and bottom of the panels. All outside sheet metal, door panels, door extensions, air dams, front nose & hood fins must be the same shape, size, and angle on both sides of the car. Doors must match each other from side for side. (Must be symmetrical)

2. Bead rolls around the outside perimeter of these panels and the wing windows will be allowed. Bead roll edges must face towards center of chassis.

3. Front door extensions will be permitted up to 20" behind the front axle centerline.

4. Front door height must be a maximum of 38" and minimum of 30" from the ground measured at 60" from rear axle centerline.

5. Ground clearance on the bottom of the doors must be a minimum of 6" and a maximum of 12" from the ground.

6. All doors and rear quarter panels may have a maximum lip of 1 1/2" rounded at 90 degrees and facing inward only, on the top and the bottom.

7. At the top of the doors and rear quarter panels, a lip angled out at a maximum of 45 degree, protruding away from the door no more than 1/2" and no more than 1" in length before it bends inward for strength will be permitted.

REAR QUARTER PANELS

1. Rear quarter panels must match each other. (Must be symmetrical)
2. Quarter panels must be a maximum of 47" and a minimum of 40" from the ground at the rear and continue in a straight line with top of door.
3. A fender flare, up to a maximum of 2" from the body may be used, but the overall body width must still be maintained at a 68" maximum.
4. Rear quarter panels can extend back to 48" maximum at top and may incline down to 44" maximum at bottom measured from center of rear axle to rear of car.
5. Ground clearance on rear quarter panels must be a minimum of 8" and a maximum of 16".

REAR SPOILER

1. The rear spoiler must be clear one piece lexan with a maximum height of 5" from the rear deck and must not have any writing or stickers on it.
2. The rear spoiler must be non-adjustable (no hinges or slides).
3. No metal Gurney tabs permitted. Lexan may have brake (top only) for rigidity.
4. Spoiler maximum height from ground is not to exceed 50".
5. A maximum of four vertical supports may be used to fasten the spoiler to the rear deck. These supports may not exceed 2" in vertical height and 10" in length.

REAR DECK

1. Must be a maximum height of 47" and minimum of 40" from the ground.
2. Rear deck lid (i.e. trunk lid) must be fully enclosed from quarter panel to quarter panel and have a minimum height of 9" and a maximum of 14" in vertical coverage behind the fuel tank.
3. Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover fuel filler hose or apparatus within the 9" to 14" of vertical coverage. This panel must completely cover the fuel cell, filler hoses, and vent lines.
4. Older cars with tall gas tanks may have a step in the deck to accommodate the tank.
5. The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell.
6. The fuel cell must also have both sides completely covered by sheet metal in addition to the container it is enclosed in. Within these dimensions there can be no openings.
7. No openings from top of fuel cell to bottom of trunk lid are permitted.

HOOD, NOSE, AND FRONT SPOILER

1. The hood, nose, and front spoiler can be no wider than 36" and no narrower than 24".
2. The nose-piece must end at the front of the shock towers.
3. The spoiler must be separate.
4. Shock covers or deflectors may not be part of or riveted to the nose or spoiler exceeding the 36" width maximum.
5. Fabric shock covers are permitted as long as they are used for the prevention of dirt getting at the shock piston and not used for any aerodynamic advantage.
6. The front spoiler must not extend any more than 20" in front of the front axle centerline.

7. The front spoiler must be non-adjustable (no hinges or sliders).
8. The hood shall be considered from the front roll cage to on top and even with the front of the radiator.
9. The nose piece shall start where hood ends and end at the shock towers!
10. Both hood and nose may have 2" maximum lip up on both sides following the contour of the body. Both lips must be symmetrical.
11. The hood, nose, and spoiler may not overlap each other's location on the frame.
12. Any part of hood may not exceed 10 degrees nor can sheet metal have an opening or extrusion between the hood and nose.
13. The hood must extend over the radiator and have complete sides.
14. Front spoiler may have 2" maximum lip up or down on both sides following the contour of the spoiler, not exceeding the maximum width of 36 inches

HOOD SCOOP

1. The hood must be fully enclosed.
2. Two options of hood scoops mounted on top of the hood for the purpose of enclosing the carburetor, or ram air will be permitted providing they meet the following specifications.
3. Both style scoops may be made of fiberglass.
4. Ram air type scoop: Maximum length, 30" measured from rear motor plate to front of hood scoop. Maximum width 18". The front vertical opening of the scoop can be a maximum of 6" at the beginning of the scoop only. The overall height of this scoop must maintain a minimum of 8" of vertical vision for the driver. This measurement will be taken from a horizontal line from the highest point of the hood scoop to the lowest point of the front roll cage and/or roof. Hood scoop must be fastened to the hood and completely enclose the carburetor and air filter.
5. The conventional no ram air scoop: a maximum of 25" is permitted from center of the carburetor forward to end of scoop.
The width permitted is a maximum of 22". The height must maintain a minimum of 8" of vertical vision from the top of the scoop to the lowest point under roof or roll cage, and completely enclose the carburetor and air filter.

INTERIOR SHEET METAL

1. Any horizontal body support, other than the inner pods, whether in front or rear must be a maximum of 1" deep by 1" thick tubing or flat stock only.
2. No inside or outside wings, spoilers, air foils, or wind deflectors are permitted.
3. No double panels that create a wing effect will be permitted.
4. A 1" maximum reinforced lip will be permitted on all Lexan, but all specified measurements must still be maintained.
5. All inner sheet metal used must completely cover areas from door to door, quarter panel to quarter panel. No holes or openings are permitted in this area.
6. No vertical fins, air dams, or fairings permitted on the sides or behind the roll cage.
7. Sheet metal must be a flat single plane across the inside of the car with the exception of two stiffening bead rolls or stiffening breaks for the purpose of stiffening the wing only. Bead rolls or breaks may not exceed 1/8" in height and 1/2 inch in width.
8. No covered roll bars are permitted. Sheet metal that is one-piece and part of a body panel bent around tubing (for purposes of protecting the driver or finishing off panel) is not considered an aerodynamic advantage provided it is not to excess.

9. No louvers or holes in the interior or exterior sheet metal are permitted with the exception being the cooling of the radiator, engine, and oil cooler.
10. The floor pan or under pan may not be any wider than the frame, from front to back, and may not have any lips or fins facing downward.

NUMBERS

1. The Track or series handicapper reserves the right to issue or change a car's number to prevent duplication and maintain proper records.
2. Team cars must be clearly distinguishable from one another and use a different number or letter.
3. All numbers and letters will be limited to three digits. If three digits are used, two shall be primary numbers. Numbers are required on roof, nose, rear deck and both doors.
4. All numbers and letters must be a minimum of 18" high on the roof and doors, and 8" high for the rear deck and nose. All numbers and letters must be of equal size and painted or decaled. If numbers "3", "6" or "9" are used make sure that they are distinguishable.
5. Nerf bars must not block visibility of number.

DRIVER NAME (Recommended)

1. Letters of driver's last name must be a minimum of six inches in height and be positioned under, through or above number on both sides of the car

SAIL PANEL (Modified only)

2. Total Height: To be measured from the ground to the highest point 64".
3. Total length: To be measured from the center of the rear axle.
 - a. 48" from the center line to rear of car
 - b. 12" from the center line forward
4. Maximum vertical lips: From door up- 2" From roof down- 2".
5. Degree of angle from vertical lips (upper and lower) to rear plain of driver's seat: 22 degrees.
6. Sail panels must mirror size and shape side for side.

FRAME

1. Only 2 x 4 box frames are permitted between axle centers, front and rear. The 4" side must be vertical. Frame rails must be steel only. All 2 x 4 rails must be .120" wall thickness only. At the discretion of the officials, it may be necessary to drill a 3/16" hole in frame rail for inspection of thickness. No other holes will be permitted. All tubing permitted for the frame rails must be either 1 1/2" dia. x .095" wall or 1 3/4" x .095" wall.
2. Frame width is as follows: Front (at shock towers): 24" minimum, 35" maximum. Rear: 26" minimum, 35" maximum. The minimum frame width at the rear roll bar must be 26". All measurements are to be taken from the outside of the frame rails. These measurements shall be taken at both top and bottom of frame at its longest length. Clips, sub-frames, etc. are considered part of the frame.
3. Minimum length of the 2 x 4 frame rails must start at 14" in front of rear axle centerline and extend to the front of the radiator. All kick up material must be same specifications as the roll cage or frame material. Left and right frame rails (both top and bottom rails) must be equal-distant from the driveline centerline in a vertical plane along the total length of frame. The only exceptions will be the lower left rear frame rail, which will be permitted at 4" maximum indent

for suspension clearance, and the two upper frame rails in the engine compartment to allow for the clearance of large cylinder heads.

4. Titanium or carbon fiber materials are not permitted on the chassis.

SEAT

1. Seat and steering wheel must be centered in the frame.

2. The seat must be a maximum of 16" from the center of the rear end to back of seat bottom.

3. A high back seat made completely from aluminum is mandatory. No fiberglass or carbon fiber materials are permitted.

4. Hans device or its equal recommended.

RADIATOR

1. Only one (1) radiator permitted and it must be centered squarely, not angled, in front of motor in a vertical position.

2. No plastic or carbon fiber permitted.

3. No auxiliary cooling tanks or catch cans are permitted in driver's compartment.

ENGINE

1. The engine must be centered in the front of the chassis and placed in an upright position.

2. Engine set back: minimum 56", maximum 66" with 1/2" absolute maximum tolerance. Set back will be measured from the center of the front axle to the rear machined bell housing surface of the engine.

TRANSMISSION

1. Approved North American or Canadian manufactured manual shift transmission only. No automatics are permitted.

2. No overdrive or underdrive transmissions are permitted.

3. No running through reduction gears, transmission must be direct drive to rear end at racing speed.

4. Transmission must have forward, neutral, and reverse gear in good working condition. From a neutral position with the motor running, a car must be able to go forward and backward in a smooth manner.

5. Transmission must bolt to the bell housing.

6. The car must start and move under by its own power.

DRIVELINE

1. No chassis, driveline or suspension components made of carbon fiber are permitted.

2. Two universal joints per drive line maximum.

3. A drive line shield and 2 steel safety rings are mandatory (see safety rules for detailed requirements).

REAR END

1. Competition rears only.

2. No hypoid type rears are permitted. (No 9" Ford type rears allowed)

3. No limited slip type rear ends or hubs are permitted.

4. No lockers or two speed rears are permitted.

5. Rear end must have solid aluminum or steel spool only.
6. Rear spindles may be steel or aluminum only. If aluminum, rear must be a one-piece tube and spindle with a minimum outside diameter of 2 7/8" and maximum inside diameter of 2 1/2".
7. Live rear ends with aluminum or steel axles are permitted.
8. The rear end or chassis must not be offset any more than 4" from center of the inside tire width! This will be measured from the inside of the left rear tire to the inside of the right rear tire, at axle height.

FRONT END

1. The front axle must be straight, one-piece steel tubing only with no camber adjustments.
2. No split axle or dropped axle permitted.
3. All brackets on the front axle must be bolted or welded (no bird cages or slides).
4. Modified type front spindles only.
5. It is recommended that bearing shafts be made of steel.
6. Chassis may not be offset any more than 4" from center of inside tire width, measured from the inside of the left front tire to the inside of the right front tire at axle height.
7. Front wheels must be fully exposed. No fenders are permitted.

WHEELBASE AND TREAD

1. Wheelbase: minimum 106", maximum 110". This measurement will be taken from the center of the rear axle to the center of the front axle, for both left and right sides with a maximum tolerance of 1/2".
2. Tread width Modified and Sportsman: front - maximum 86", minimum 74".
3. Rear tread, maximum 86", minimum 80".

SUSPENSION

1. No independent suspensions front or rear.
2. No "A" frames or ball joints may be utilized for steering axis (kingpin only).
3. No four wheel steering permitted that is actuated by steering wheel.
4. All suspension systems must be mechanical with no form of hydraulic, air, electrical, radio, or computer assistance for adjustments, in or out of cockpit allowed.
5. No form of traction control is permitted. Braking system included.
6. With the exception of brake bias and the rear pan hard, no other form of cockpit adjustment is permitted.
7. **Sportsman: May not have rear pan hard cockpit adjustment.**

SPRINGS

1. Any form will be permitted (torsion bars, coil-overs, leaf springs, etc.).
2. No carbon fiber or titanium springs are permitted.

SHOCKS

1. Only one shock per wheel.
2. Shocks may not be externally adjustable.
3. External reservoirs are not permitted.
4. Manufacturers must submit shocks for approval 2 weeks prior to being raced.

5. All shocks used MUST be freely available to all competitors. Failure to easily purchase a type of shock could result in those shocks not being permitted.

BRAKES

1. All cars must have four wheel hydraulic brakes in good working condition.
2. No carbon fiber, carbon, titanium, ceramic or aluminum pads or rotors are permitted.
3. On live rear axles, one inboard and one outboard brake assembly is permitted.
4. Brake tests may be conducted throughout the year.
5. Brake bias may be cockpit adjustable.

FRONT BUMPER

1. Must be made from round steel tubing only, with a minimum diameter of 1 1/4" by .095 wall thickness for main bumper and all bracing.
2. It must consist of two rails, an upper and lower and at least 1 or 2 vertical braces equally spaced. These rails must have four sockets or supports attached to the frame.
3. The four tubes that support the bumper from the four frame sockets must be horizontal. These rails must also be a minimum of 6" apart and a maximum of 12" measured from top to bottom and maintain that measurement for a minimum width of 24" or a maximum width of 30". It must also have an 18" center measured from the ground up to the middle of the bumper.
4. The front bumper may not extend more than 24" in front of front axle center centerline.
5. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper.
6. The bumper must have all rounded ends and no sharp edges.
7. The end bracing tubes of the bumper must be angled in such a way as to prevent the bumper interlocking with another cars bumper.

REAR BUMPER

1. The rear bumper must be made of round steel tubing, with a minimum diameter of 1 1/2" by .095" wall thickness for main bumper and all bracing.
2. It must consist of two rails, an upper and lower, which must have four sockets and horizontal support bars attaching it to the frame. These rails must also be a minimum of 10" apart and a maximum of 16" measured from top to bottom and maintain that measurement for a minimum width of 64" or a maximum width of 86".
3. The rear bumper or any side bars cannot extend past the outside of tire sidewalls on both sides. It also must have an 18" center measured from the ground up to middle of bumper.
4. The rear bumper may not exceed 52" back of the rear axle centerline.
5. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper.
6. Bumper must have all rounded ends and no sharp edges.

RUB RAILS

1. The rub rails must be made of round steel tubing, with a minimum diameter of 1 1/2" by .095" wall thickness.
2. All bracing must also be a minimum of 1 1/2" outside diameter by .095" wall thickness.
3. Maximum wall thickness must be .095" with no solid bars or ballast added inside.
4. Rub rails must be outside of body panels but may not exceed the outside edge of the tires. The exception is the left rub rail only, which may extend an absolute maximum of 2" outside the left rear tire sidewall.

5. Rub rail ends must be rounded with no sharp edges and bent at a gradual 90 degrees and must protrude a minimum of 6" back in past the body.
6. Rub rails must be a minimum of 50" long, socket to socket.
7. 5/16" attachment bolts with nylon nuts or approved quick release solid pins are the only permitted fasteners. NO COTTER PINS!
8. All 3 rub rail sockets must be pinned or bolted.
9. Front and rear rub rails must have a 360 deg. sleeve 3/8" wide x .095" wall min. welded to the rub rail tube butted up against the support socket to prevent pins from shearing.

MUFFLERS AND EXHAUST SYSTEM

1. Each car must have one unaltered muffler per bank.
2. Mounting position front to back will be optional however the exhaust must exit past the driver.
3. Each muffler must have a tail pipe no less than 10" long measured off the back of the muffler and must direct the exhaust to the rear of the car only so as to disturb as little dust as possible.
4. No exhaust pipe may face outside the car.
5. Modified - any manufacturer of exhaust header is permitted, but header material is limited to steel or stainless steel from the 300 series.
6. Approved mufflers mandatory.
7. Header collector extension pipe and tail pipe must not be inserted past the muffler inlet or outlet flange.

BALLAST WEIGHT

1. Any ballast weight used must be mounted within the vertical planes formed by the frame rails, must be securely fastened, and must remain stationary while racing.
2. Weight may be added prior to the event or time trial.
3. No weight pack may exceed 75 pounds.
4. All weight packs must have a minimum of two 1/2" securing bolts/studs of grade 5 or higher. These bolts/studs must be securely anchored to the frame by a suitable clamp.
5. No bolts / studs welded to the frame will be permitted.
6. Clamp around weights is permitted.
7. All weights must be painted white and carry the car number in a legible fashion. White duct tape marked with a wide black sharpie is acceptable for a one race grace period only.
8. No ballast weight may be mounted to roll cage above rear deck.

BATTERY

1. Modified and Sportsman: One American Passenger Car sized battery up to 12 volts is permitted. The battery voltage must not measure more than 14.3 volts.
2. The Battery must be properly secured and must have top and terminals completely covered by rubber.
3. Battery must be mounted inside the frame rails.
4. NO step up transformer or any other devise that increases the voltage is allowed.
5. A battery shut off switch is mandatory. Must be clearly labeled ON/OFF. The switch must be mounted on the left side inner panel (above steering post). The knob must be outside the panel clearly visible and easily accessible. It must be wired to cut off the HOT (positive +) side of battery.

WHEELS

1. Modified: Only aluminum wheels are permitted. No magnesium, steel, or carbon fiber is permitted. Bleed-off valves are permitted.
2. Sportsman: One piece steel or aluminum wheels.
3. Rim width restricted to 14" maximum. This is measured from inside of left bead to inside of right bead on the wheel. Wheel diameter limited to 15" only.
4. Bead locks are permitted. Any wheel or bead lock that is used must maintain a minimum diameter of 11" hole inside bead lock and wheel. Bead locks may be outside only,
5. Foam inserts or corrugated plastic (with approved installation) may be permitted when track conditions warrant. No unsafe wheel covers are permitted. Wheel covers that are fastened by way of dzus (or similar type fasteners) are permitted.

MINIMUM WEIGHTS

Modified:

Minimum Weights, including driver- no fuel added:

1. Under 361 cu. in. on gas 2400 lbs.
2. Under 361 cu. in. on alcohol 2400 lbs.
3. Over 361 cu. in. 2400 lbs.

Sportsman:

1. Crate Motor – 2400lbs.
2. Steel Wheels – 2400lbs.
3. Alum. Wheels – 2400lbs.

TRACK SCALES ARE OFFICAL, NO TOLERANCE, NO PROTEST ALLOWED.

STREET STOCK RULES:

These rules are posted here as convenience only. Not responsible for any type Os or other copying mistakes.

FORMER PRO/SUPER STOCKS (To be eligible, the following standards must be met.)

1. Motor must be in original stock location.
2. Motor rules must meet the current street stock specifications.
3. Jacking bolts in all four corners.
4. Weight and tire rules for the street stock class must be followed.
5. Over-competitive cars may have to add weight.
6. Shocks: Must meet 2015 Street Stock rules

BODIES

1. Any American made sedan, 2 or 4 door. All cars must have factory stock wheelbase. A 1” tolerance will be allowed. No front wheel drive cars. No sub compact cars. Full frame cars highly recommended.
2. Outside body must be complete.
3. Cars may use aftermarket steel replacement panels, or aluminum, but each panel must retain OEM dimensions and style. Straight panels, homemade, square-looking, or bodies resembling a late model will not be allowed. Inside door panel, inner fender, trunk floor, and dash may be removed.
4. Fenders can be cut 2 inches only for wheel clearance.
5. All glass must be removed.
6. Windshield openings must be covered with 1/2 square wire screen heavy gauge.
7. Floorboards must be complete with all holes patched from front firewall to rear firewall, from outside edge to outside edge of frame rail. Passenger side floor can be removed, must be replaced by either 20-gauge steel or .050 aluminum, from center of hump to passenger side top door bar (must be no higher than straight sloped.
8. NO LATE MODEL STYLE COCKPIT.
9. Front firewall must be in stock location, (can be replaced with 20 gauge steel or .080 aluminum plate) and rear firewall and rear window shelf must be sealed off from driver's compartment with at least 20-gauge steel, no holes. All doors must be welded or bolted shut.
10. All cars must look presentable.
11. Seat and steering column must remain in stock location.
12. Hood scoops allowed 3-Inch maximum height but no air boxes or any system of forced air induction allowed.
13. Window net is required on driver's side.
14. No cable linkage allowed.
15. All gas pedals must have toe lift (OEM or aftermarket).

ALUMINUM BODY RULES

Aluminum bodies will be allowed as an option. Considering the fact that teams may attempt to fabricate their own bodies, the following rules are to be followed.

UPPER QUARTER PANEL

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. No solid panels.
3. Must have quarter panel window cut in.

SPOILER

1. May be aluminum or Lexan.
2. Maximum height: 5 inches.
3. Spoiler side boards may not exceed 5 inches in height or 6 inches in length and must not extend beyond the main spoiler.
4. Must be tapered from tallest point to lowest point equal on both sides.
5. Spoiler must be non-adjustable.

SEATS / INTERIOR

1. Aluminum Seat is mandatory, minimum .095" material.
2. No fiberglass, bucket seats, or factory original car seats.
3. Seat must be mounted no further back than 32" from center of rear housing, measured from rear end to bottom of seat back.
4. A 1" inspection hole must be provided in rear firewall at center of seat back bottom location
5. Driver must be protected by a sealed front and rear firewall.
6. Stock firewalls may be replaced with 20 gauge steel or .080" aluminum.
7. Rear window shelf must be completely sealed across entire window base to rear firewall.
8. No sharp edges.
9. Steering column must be aftermarket, but must remain in original location.
10. Aftermarket gas pedals recommended must have toe lift loop.
11. No cable operated throttles allowed.
12. All pedals must be in stock location in driver's compartment.

ROLLCAGE

1. Complete six point cage with at least main cage a mandatory of 1.5 x 1/8" wall tubing minimum, no black iron pipe. All junctions not meeting safety standards may be required to be gusseted. Minimum of one 1" vertical bar down center of windshield area with entire windshield area covered with 1/2" square steel screen.
2. All cages will be centered on chassis, no LM offsets or severely setback cages.
3. Right side of main cage must be welded down to original frame rail even if an inboard straight rail
has been added inside the OEM frame. Cars with main hoop mounted to inboard frame rail section
must either add 150 pounds to the middle of the OEM right side frame rail or add auxiliary uprights and X frame door bars up to the height of the door and tie them into the main uprights.

4. All cages must have a minimum of 3 door bars on each side with 4 recommended on driver's side. When only 3 are used on driver's side, there must be sufficient verticals tying them together with gussets.
5. Lowest bar cannot be lower than driver's hip area in seat and top bar must come sufficiently high enough to protect driver's shoulder area.
6. OEM door pillars and rocker panels can be removed but must be replaced with vertical bars tying door bars to main cage, and rockers must be replaced with crush panels that seal off driver's compartment.
7. Nerf bars are optional between front and rear tires, but must be tight to door panel, **with no sharp edges**, and have ends turned inward. Must be securely fastened in at least 2 places to cage and not just to body panels. Nerf bars allowed behind rear tires tying into bumper ends, and must be fastened to frame inside rear fender. Same procedure applies for front corner nerf bars.
8. All nerf bar material must be a maximum of 1.5" OD tubing or square stock.
9. Rusted rear frame sections may be replaced by tubular or square steel anywhere behind rear most suspension mounting point to rear bumper area.
10. No collapsible OEM bumper shocks.
11. All bumpers and bumper support bars must be securely bolted and or welded to frame.
12. All Uni-bodies cars must have sub-frame sections welded in place with both front and rear clips remaining in stock locations and configuration, including strut cars.
13. Bumpers must be securely mounted to frame, with ends enclosed or protected, with a minimum of a loop bar in the center or heavy chain loop for wrecker use.
14. No cowcatcher types bumpers, or severely over built bumpers allowed.
15. Minimum of 1.5" diameter bumper support bar, not to exceed 4" diameter tubing behind stock type bumpers or nose pieces.
16. All interior roll bars within reach of driver will be padded with rollbar padding.
17. No pipe insulation.
18. Window net is mandatory.
19. No old string type nets allowed.
20. TOW HOOKS: Must have tow hooks on front and back, hooks must be easily accessible by tow truck operators without removing hood.
21. Driver must be able to open window net while fastened in car.

SUSPENSION

1. All suspension components must be stock and used in stock locations for make of car.
2. Full frame cars can have rear frame from center of rear axle back replaced with round or square tubing.
3. Unibody cars can have the frame replaced with 2x3 tubing from 36" behind centerline of front wheels. 2x3 tubing must go over the rear end housing.
4. Front frame on all cars can be replaced forward of the steering box and idler arm only (front steer cars) with tubing.
5. Aftermarket racing springs allowed but no coil over or coil springs sliders /eliminators, torque arms, or other aftermarket racing suspension components.
6. Non stock or aftermarket ball joints and tie rod adjusters allowed.
7. Upper A frames may be replaced with a steel shaft tubular A frame. Aftermarket upper A frame mounts allowed in OEM location with a max. 1 inch tolerance. Control arm length of 9

inches MAX. Strut cars can run auxiliary shocks but must disable dampening of original strut shock by drilling and draining fluid.

8. Spindle saver bolt on braces allowed on metric spindles. No Ford or Mopar suspension parts on GM vehicles. No rear swaybars unless factory installed.

DRIVETRAIN

1. Stock type rear ends only. May be from different size car.
2. Ford 9' floater rears allowed. Components must be steel. (Internal and external)
3. No wide 5 bolt patterns allowed.
4. Rear lower control arm bracket center hole may not exceed 3 1/2" from bottom of axle tube.
5. Welded or locked rears allowed.
6. Spools allowed, no aluminum parts permitted.
7. Racing axles allowed but no ratchet type differentials, Gold Trac, or any other aftermarket traction control devices allowed.
8. Rear control arms may be aftermarket or fabricated. Lower rear must maintain OEM length, and mount in OEM locations.
9. NO slotted holes in either rear end or on frame.
10. Upper control arms may be adjustable and may use bushings or rod ends.
11. Lower control arms may not be adjustable and must utilize stock style bushings.
12. Drive shafts will be painted white and have a minimum of two steel safety hoops near front and rear.
13. No chains, bungee cords or tin strapping.
14. No aluminum drive shafts or half shafts allowed. Minimum 2 inch diameter steel driveshaft.

WEIGHT

1. All bolt on lead or added weights must be securely mounted, brightly painted white, and have car number on it.

WHEELS AND TIRES

1. 8' steel wheels, may be any offset.
2. Aftermarket steel rims highly recommended.
3. Bead locks allowed, 4 per car.
4. No wide 5, aluminum or magnesium wheels.
5. American Racer 70/245 non DOT racing tire is the track tire.
6. No tire softeners or treatments allowed.
7. Grooving or siping is allowed.
8. Minimum of 5 lug nuts per wheel at all times.
9. 1" steel lug nuts mandatory on all four corners with at least 1/2" studs, 5/8 recommended.

BRAKES

1. Must have operable and effective 4 wheel brakes.
2. Dual master cylinder allowed.
3. Front to rear brake bias adjuster allowed.
4. Balance bars are allowed with external or remote adjusters.
5. Right front brake shut off valve allowed may be within reach of driver.
6. All right front brake components must be in place.

7. Rear stock disc brakes allowed, but must be OEM type systems.
8. No aluminum rotors or dual piston calipers.
9. No electric brake shut-off.

SHOCKS

1. Steel bodied shocks only, must be Non-adjustable, one per corner, mounted in stock location for type of car but can have fabricated rear upper mounts particularly on cars with rear frame sections replaced.
2. Steel bodied aftermarket shocks with welded heim joint ends are allowed on the rear only. Upper and lower mounts may be fabricated. Must be non-adjustable. (Example: No multiple holes)
3. Front Shocks must be stock type and in stock location.

TRANSMISSION

1. Stock automatic or stock manual transmissions only, with all gears working, including reverse.
2. Automatic transmissions must have functional 11" torque convertor with no internal modifications allowed.
3. Manual transmissions must be OEM production type transmissions. Three or four speed transmissions only.
4. All forward and reverse gears must be in working order.
5. Manual transmission must be operated by manual shifter within reach of driver.
6. Clutch must be single disk, OEM style, minimum 10 ½ inch diameter. No metallic clutch disks allowed.
7. Hydraulic release bearing allowed.
8. Manual transmission must have full steel 360 degree bell housing.
9. Direct drive allowed (ex Bert, Falcon, Powerglide) No ballspline

ENGINE

1. Non-Performance World Product Replacement Chevy Heads allowed. Part numbers World 043600 or World 043610.
2. Bow Tie Allowed
3. No hand grinding, sanding, blending, or de-burring where a cutter or stone leaves off.
4. Sand blasting, bead blasting, acid dipping, porting, polishing, and welding are prohibited.
5. No titanium valve train parts allowed. All Rockers 1.5 - 1.6.
6. Screw in studs and guide plates.
7. No relieving or unshrouding of valves in combustion chamber.
8. May run double valve springs.
9. All factory casting numbers must remain visible.
10. No aluminum heads, even if they were OEM parts.
11. Maximum cubic inch 360. Maximum displacement:
 - o GM: 350ci+.060", 4" bore x 3.480" stroke
 - o Ford: 351ci+.060", 4" bore x 3.5" stroke
 - o Ford: 347ci+.060", 4" bore x 3.4" stroke
 - o Chrysler: 360ci+ .060", 4" bore x 3.578" stroke
 - o Chrysler: 340ci+.060", 4.040" bore x 3.13" stroke
 - o Blocks may be decked, but piston must not extend above deck at all.

12. Wet sump oil pans only.
13. Flat tappet cams only.

VORTEC HEAD AND INTAKE

1. Allowable heads must have casting number Vortec heads, stock heads, World Product, or Stock GM heads with 2.02-1.6 valves. Vortec heads will have 1.94-1.5 valves.
2. Vortec heads allowed are: # 10239906, 12552520 and 12558062. (No aftermarket Vortec heads).

AIR FILTER

1. No open air filters through the hood of any kind.
2. Optional aluminum intake for Vortec Head ONLY. GM p/n 12366573, Vortec 2116, Edelbrock 7116. You must use BRP 377 carb adaptor.

PISTONS

1. Flat top pistons only.
2. No domed pistons of any kind.

RODS

1. Any steel rod.

CRANKSHAFT

1. Crankshafts of stock dimensions, weight, and style must weigh 45 lb minimum. Balancing of rotating assembling allowed. Stock stroke only for make/size of engine. No altering of stock stroke crankshafts allowed.
2. Any steel oil pan must have 1" plug accessible.

HEADERS

1. Crossovers are allowed, but no 180 degree headers are allowed.
2. No exhaust can run through driver's compartment.
3. All headers must exit underneath car with exhaust pipes exiting past driver and end before rear tires with crankcase evacuation type systems.
4. No two into one exhaust or H pipe connections in exhaust systems.
5. Mufflers are recommended.

INTAKE

1. Stock cast iron production 2 Bbl OEM intakes. Edelbrock 4B intake allowed.
2. No marine, bowtie, TBI or other industrial intake manifolds.
3. No propane intakes allowed.
4. No porting, polishing, or any internal work.
5. No shot blasting, acid etching, or other cover up work allowed.
6. No plenum area work at all other than to mill carburetor mounting surface to remove rust. A 1" tall fiber or aluminum carburetor adapter may be used to adapt to Holly 2bbi carb.

IGNITION

1. OEM style electronic ignition systems only.

2. No aftermarket ignition systems such as MSD, magneto, etc. No traction control, or timing altering devices allowed.
3. No crank trigger ignitions or multi coil systems.

COOLING SYSTEM

1. No aluminum or electric water pumps.
2. Pump mounted fans only, no electric fans.
3. No flex fans or aluminum fans.
4. Any pulleys allowed.
5. Any radiator but must remain in stock location.
6. No duct systems designed to direct air to intake/carb.

FUEL SYSTEMS

1. Gasoline only. Maximum of 22 gal. fuel cell with foam and rollover valve mandatory.
2. All fuel lines running thru driver's compartment must be steel braided with no pipe fittings and routed in a safe manner away from exhaust header.
3. Fuel shut off must be well marked and within driver's reach.
4. Mechanical block mounted OEM fuel pumps only.

CARBURETOR

1. Limited to one stock 4412 Holley 2bbl carburetor.
2. All carburetors must pass all no-go gauge checks with body, base plate, boosters, throttle shafts, etc. all being unmodified and in stock location.
3. No polishing of any part of carburetor.
4. No modifications to pick up air from any source other than through top of carburetor, such as cut gaskets, drilling, etc. Only the following changes may be made to carburetors: jets, power valves, air bleeds, emulsion bleeds, float, needle/seat, pump/cam, idle bypass holes in butterflies, plugging/blocking of vacuum ports, welding linkage to shaft, installing shaft bushings to correct for worn shaft, and boosters may be tightened for safety.

OPTION 602 STREET STOCK ENGINE Rules:

ENGINES

1. Only a General Motors Spec. #19258602. I.D. plate must be accessible.
2. Stock Rocker arms that came with motor only.
3. OEM style fan and water pump crank driven.
4. No electric fans and clutch fans.
5. No evacuation pumps of any kind. Mechanical, electrical or otherwise not allowed. Engines must pull a minimum of 19 inches of vacuum at idle.
6. Replacement valve spring part # GM10212811

HEADERS

1. No Tri-Y headers.

DISTRIBUTOR

1. HEI distributor that comes with motor.

2. Must have MSD Rev Limiter #MSD87286 with 6200 RPM chip. Rev box chip must face up and be taped into the rev box. This must be hooked up and working at all times. If found to be higher than 6200 RPM chip, you will lose purse and points for that event, and a fine of \$500.00 must be paid before racing again.
3. MSD must be out of the reach of the driver. All wiring to REV Limiter box not permitted to be in a harness.
4. All wires must be clearly visible.
5. Rev box must be under hood and be easily removed for tech purposes.
6. No Cockpit mounts. Must be out of reach of driver.
7. Rev boxes may be confiscated or swapped by speedway officials.

CRATE ENGINE

1. May use GM factory sealed crate engine # 88958602.
2. Engine must remain as manufactured by GM.
3. Engines may not have GM factory seals tampered with. Anyone found tampering with a crate engine may be disqualified, suspended or have to run by open rules.
4. Distributors must remain stock as supplied by GM (unaltered in any way).
5. Only GM replacement valve springs may be used # 10212811.
6. One Holley 650 cfm carburetor required. Only # 4777 and # 80777 are permitted.
7. Carburetor must remain in stock form. Exceptions for modifications listed under open carburetor rules.
8. A maximum 1" unaltered single hole spacer plate is allowed.
9. Must maintain stock venturi and throttle bore dimensions. Primary 1-1/4", Secondary 1-5/16".
10. Must pass carburetor go/no-go gauge measurements.
11. Track Tech inspector must be notified before any work is done to a crate engine and all work must be documented.

ROOKIE SPORTSMAN

You must be 14 years or older to compete in this class and you must be a rookie driver with no modified or sportsman experience. This class is for drivers to get open wheel experience and learn how to drive a sportsman type car so they can move up to the open sportsman or modified class.

MOTOR RULES

1. Chevy 350, Ford 351 or Mopar 360 with a stock stroke and a stock bore (+.060 maximum). Stock OEM crankshaft, stock connecting rods, and stock cast or stock type cast replacement pistons only. Flat top or dished only NO Domes. Must have 4 valve notches.
2. Stock unaltered cast iron production cylinder heads only with max valve size of 1.94 intake and 1.5 exhaust. No angle milling of heads allowed. NO DOUBLE HUMP OR FUELIE HEADS. No angle plugs. Stock stamped steel rocker arms only. Stock rocker ratio must be maintained. No roller or roller tip arms. Rocker studs may be screw in or pinned. No stud girdles. Stock diameter valve springs only.
3. Only hydraulic lifter camshaft with a max valve lift of .525 permitted.
4. Unaltered OEM cast iron 2bbl intake manifold only.
5. Stock harmonic balancer or stock type aftermarket replacement balancer allowed.
6. Stock type oil pan or single kickout claimer pan allowed. You MUST HAVE INSPECTION HOLE for checking crankshaft, rods and pistons.
7. Aftermarket valve covers and timing cover allowed.
8. Box stock Holley #4412 carburetor on maximum one inch thick adapter plate allowed. Choke components may be removed. Must pass all track gauge checks.
9. GM #602 crate engine will be permitted with box stock Holley #4412 2-barrel carburetor. Crate motors are subject to tech inspection regardless of seals. Engine must not be altered in any way. All parts used must match parts list for GM #602 engine.
10. No Tri-Y Headers.
11. May use cast iron water pump.
12. May use stock HEI Distributor.
13. Crate 602 engine #88958602 will be allowed.
14. Crate 602 motors will be legal with no alterations.

BODIES

1. Refer to Sportsman rules for body and frame