



CHANGES FOR 2010 ARE INDICATED IN RED.

GENERAL:

ALL **2010** NASCAR RULES FOR THE MODIFIED DIVISION WILL BE ENFORCED FOR THE THOMPSON SUNOCO MODIFIEDS WITH THE FOLLOWING CHANGES AND/OR ADDITIONS (INDICATED IN RED).

NO CARBON FIBER OR TITANIUM ENGINE, POWER TRAIN, BODY OR CHASSIS PARTS!

CAR WEIGHT: MINIMUM WEIGHT AT ALL TIMES WITH DRIVER WILL BE 2600 LBS. MAXIMUM LEFT SIDE PERCENTAGE IS 56.0%. MOPARS WITH ENGINES OVER 359 CUBIC INCH DISPLACEMENT MUST ADD 6.8 POUNDS PER CUBIC INCH OVER 359. PROPER BORE & STROKE FOR ENGINE BEING USED MUST BE MAINTAINED.

AN ALLOWANCE OF ONE HALF OF ONE PERCENT (.5%) OF MINIMUM TOTAL WEIGHT WILL BE ALLOWED FOR LOSS IN WEIGHT DUE TO RACE WEAR. NOTHING MAY BE ADDED OR TAKEN FROM THE CAR TO MAKE MINIMUM WEIGHT/PERCENTAGE.

BALLAST WEIGHT: ALL BALLAST WEIGHT MUST BE BOLTED TO THE FRAME RAILS. MUST BE IN SOLID BLOCK FORM OF NO LESS THAN 5 LBS BLOCKS. ALL WEIGHTS MUST BE SECURELY ATTACHED TO THE CAR WITH A MINIMUM OF TWO (2) 7/16" BOLTS. BALLAST WEIGHT IS NOT ALLOWED IN THE DRIVERS COMPARTMENT. ALL WEIGHT MUST BE PAINTED WHITE AND CLEARLY MARKED (CAR#). ANY CAR LOOSING BALLAST WEIGHT OR FOUND WITH UNMARKED WEIGHT IS SUBJECT TO A FINE.

SUSPENSION:

COIL OVER SHOCK ASSEMBLIES: ALL SHOCKS ARE SUBJECT TO TRACK APPROVAL. NO DOUBLE ADJUSTABLE SHOCKS, SHOCKS WITH EXTERNAL RESERVOIRS OR REMOTE/ELECTRICALLY CONTROLLED SHOCKS ALLOWED. SPRINGS MUST BE MAGNETIC STEEL. ASSEMBLIES CONSIST OF: SHOCK, ENDS AND COLLARS, LESS SPRING. RACERS NET PRICE MAY NOT EXCEED \$300.00 PER ASSEMBLY. ANY APPROVED SHOCK ASSEMBLY MUST BE AVAILABLE TO ALL COMPETITORS. THE BURDEN OF PROOF IS ON YOU AT ANY EVENT. ACCEPTABLE PROOF WILL BE ANY RECENTLY (UP TO DATE) PUBLISHED CATALOG WITH YOUR SHOCK ASSEMBLIES PART NUMBER AND PRICES. NO COPIES, OR COMPUTER REPRODUCTIONS OF CATALOGS OR FLYERS!

SPINDLES, WHEEL BEARINGS AND HUBS: FRONT SPINDLES MUST BE ATTACHED TO THE FRAME USING STEEL CABLES. SEE NASCAR RULE. ULTRA LIGHT WEIGHT HUBS ARE NOT ALLOWED.

WHEEL BEARINGS: ALL WHEEL BEARINGS (FRONT & REAR), DIFFERENTIAL & TRANSMISSION BEARINGS MUST BE OF STOCK OEM DESIGN, EITHER ANGLE TYPE CONE, STRAIGHT BARREL TYPE OR BALL BEARING. ALL BEARINGS INCLUDING THE ROLLERS MUST BE MAGNETIC STEEL ONLY. WHEEL BEARINGS MUST BE ANGULAR TYPE CONE.

BRAKE ROTORS: DRILLED OR SCALLOPED ROTORS ARE NOT ALLOWED.

VALVE STEMS: NO "BLEED OFF" TYPE VALVE STEMS.

TREADWIDTH: MINIMUM TREADWIDTH 82", MAXIMUM 83 3/4" BOTH FRONT & REAR. (SEE GENERAL RULES)

TIRES: TRACK TIRE RULE WILL BE IN EFFECT-ALSO SEE GENERAL RULES. AMERICAN RACER 13.5 SLICK. RIGHT SIDE TIRE IS 131 COMPOUND, 26.0/13.5 X 15. LEFT SIDE TIRE IS 130 COMPOUND, 25.5/13.5 X 15. LEFT FRONT TIRE IS 130 COMPOUND, 25.0/13.5 X 15. TIRES MUST BE PURCHASED THROUGH TRACK VENDOR. THE USE OF TIRE SOFTNER/CHEMICALS OF ANY TYPE IS NOT ALLOWED. NO LUBRICANTS OR DRESSINGS OF ANY TYPE MAY BE APPLIED TO THE SIDEWALLS OF THE TIRES.

TIRE INVENTORY PROGRAM:

THE TIRE INVENTORY WILL BE IN EFFECT THROUGHOUT THE POINTS SEASON STARTING AT THE ICEBREAKER EVENT AND ENDING ON THE FINAL THURSDAY NIGHT THUNDER EVENT.

1) TIRE BANK:

EACH DRIVER WILL HAVE A TIRE BANK CONSISTING OF ALL TIRES PURCHASED FOR THEIR INVENTORY THROUGHOUT THE SEASON. THE TIRE BANK WILL HAVE NO MAXIMUM LIMIT, HOWEVER DRIVERS WILL BE LIMITED ON THE NUMBER OF TIRES THEY CAN ADD IN ON A WEEKLY BASIS. ONCE A TIRE IS PLACED INTO A DRIVERS INVENTORY IT IS PERMANENTLY IN THEIR INVENTORY. TIRES ARE ALWAYS RECORDED TO THE REGISTERED DRIVER, NOT THE CAR!

2) NEW TIRE SCHEDULE:

A) STARTING AT THE ICEBREAKER, DRIVERS WILL BE ELIGIBLE TO PURCHASE UP TO TEN (10) TIRES FOR ICEBREAKER WEEKEND AND THE FIRST THURSDAY NIGHT THOMPSON THUNDER OF THE SEASON. DIVISIONS RUNNING TWO FEATURES AT ICEBREAKER WILL NOT RECEIVE ANY ADDITIONAL TIRES. DRIVERS MUST START AND FINISH BOTH ICEBREAKER AND THE FIRST TTT ON THEIR 10 INVENTORY TIRES. ALL PIT ROAD SPARE TIRES MUST BE FROM YOUR 10 INVENTORY TIRES. PRACTICE TIRES DO NOT HAVE TO BE FROM INVENTORY.

B) ON THE SECOND "THURSDAY NIGHT THUNDER" AND CONTINUING THROUGHOUT THE SEASON, DRIVERS WILL BE ELIGIBLE TO PURCHASE TWO (2) NEW TIRES TO ADD TO THEIR INVENTORY EACH WEEK. DRIVERS MUST START AND FINISH BOTH THE HEAT AND FEATURE ON INVENTORY TIRES. IN THE EVENT OF A PUNCTURE ALL SPARE TIRES MUST BE FROM WITHIN THE DRIVERS INVENTORY

3) RECORDING PROCEDURE:

NEW FOR 2010! DRIVERS ARE RESPONSIBLE TO BRING ALL NEW INVENTORY TIRES TO THE SCALES/TECH AREA FOR PROPER RECORDING AND STENCILING. SCALES/TECH AREA IS LOCATED NEXT TO THE TIRE & FUEL STATIONS. ALL NEW INVENTORY TIRES MUST BE NEW STICKER TIRES AND RECORDED INTO INVENTORY PRIOR TO BEING USED/PRACTICED. SCUFFS OR USED TIRES WILL BE REJECTED! IT IS THE RESPONSIBILITY OF THE DRIVER/OWNER TO MAKE SURE THE TIRES ARE BROUGHT TO THE INVENTORY STATION FOR RECORDING PRIOR TO THE START OF THE DRIVERS MEETING.

4) SPECIAL EVENTS:

ADDITIONAL TIRE PURCHASES MAY BE ADJUSTED FOR EXTRA DISTANCE RACES INCLUDING DOUBLE FEATURES BY RACE OFFICIALS. COMPETITORS WILL BE ADVISED OF ANY CHANGES.

5) NEW TIRE ELIGIBILITY:

DRIVERS MUST START THE FEATURE TO BE ELIGIBLE TO PURCHASE TIRES THE FOLLOWING WEEK. IF A DRIVER ELECTS NOT TO PURCHASE TIRES, THEY WILL FORFEIT TIRES FOR THAT WEEK AND WILL NOT BE ABLE TO PURCHASE MORE THAN THE WEEKLY LIMIT THE FOLLOWING WEEK. NEW TIRES PURCHASED DO NOT HAVE TO BE USED THE SAME WEEK THEY ARE PURCHASED. HOWEVER THEY MUST STILL BE INVENTORIED TO BE INCLUDED IN YOUR BANK. ANY TEAM / DRIVER THAT BEGINS RACING AFTER THE ICEBREAKER, WILL ONLY BE ELIGIBLE TO PURCHASE SIX (6) TIRES THEIR FIRST WEEK AND TWO (2) TIRES EACH WEEK AFTER.

6) RUNNING INVENTORY TIRES / PENALTIES:

DRIVERS ARE RESPONSIBLE TO HAVE INVENTORY TIRES ON THEIR CAR AT ALL TIMES DURING HEAT AND FEATURE EVENTS. PRACTICE TIRES DO NOT HAVE TO BE FROM WITHIN YOUR INVENTORY. TIRE SERIAL NUMBERS MUST MATCH WHAT WAS RECORDED FOR THAT DRIVER. ANY DRIVER CAUGHT WITH TIRES NOT FOUND IN THEIR INVENTORY OR TIRES THAT HAVE BEEN TAMPERED WITH IN ANY WAY INCLUDING UN-READABLE AND NON-TRACEABLE TIRES WILL BE DEEMED ILLEGAL. THIS WILL RESULT IN DISQUALIFICATION FROM THE RACE EVENT (INCLUDES HEAT RACES AND FEATURE EVENTS). IN ADDITION THE DRIVER WILL BE INELIGIBLE TO ADD ANY TIRES TO HIS INVENTORY FOR THE FOLLOWING INVENTORY EVENT. ALL ILLEGAL OR UN READABLE TIRES WILL BE CONFISCATED.

7) CUT, DAMAGED, MISSING, TAKE-OFF TIRES:

DRIVERS WITH CUT, DAMAGED, OR MISSING TIRES WILL NOT RECEIVE CREDITS FOR NEW REPLACEMENT TIRES. DRIVERS WILL BE RESPONSIBLE TO USE TIRES WITHIN THEIR INVENTORY AS REPLACEMENTS. ONLY NEW TIRES ADDED THE SAME DAY MAY BE REPLACED PRIOR TO THE HEATS DUE TO A CUT/PUNCTURE PER TECH OFFICIAL APPROVAL.

DRIVERS MAY ELECT TO GIVE ONCE REGISTERED TIRES TO OTHER TEAMS. HOWEVER THE RECEIVING TEAM MAY NOT BE IN THE TOP 10 IN POINTS. THE TIRES MUST BE USED AND MAY NOT BE NEW OR SCUFFED CONDITION. TIRES CAN ONLY BE TRANSFERRED ONCE AND REQUIRE PROPER NOTIFICATION FROM BOTH TEAMS TO THE TIRE OFFICIAL FOR APPROVAL PRIOR TO BEING TRANSFERRED.

ENGINE:

GENERAL: MUST BE STOCK OEM V8 PRODUCTION CAST IRON BLOCKS AND CYLINDER HEADS. THE BLOCK MUST RETAIN ALL OEM SPECS WITH THE EXCEPTION OF CYLINDER OVERBORE AND SURFACING OF THE BLOCK. ANGLE CUTTING OF THE BLOCK DECK WILL NOT BE PERMITTED. ORIGINAL BORE & STROKE MUST BE MAINTAINED. AFTERMARKET OEM TYPE MAGNETIC STEEL MAIN BEARING CAPS ALLOWED. MUST BE STOCK APPEARING. STOCK OEM TYPE ENGINE BEARINGS ONLY. NO ROLLER CAM BEARINGS. THE ONLY APPROVED ENGINES ARE; CHEVROLET 350, FORD 351, AND MOPAR 360. MAXIMUM OVERBORE FOR GM AND FORD IS .045". MAXIMUM OVERBORE FOR MOPAR IS .030". NO DEBURRING, GRINDING, CHEMICAL (ACID MILLING) OR ABRASIVE CLEANING OF ANY ENGINE PARTS. NO COATING (EX. TEFLON), PLATING (EX. CHROMING), OR PAINTING OF ANY INTERNAL ENGINE PARTS. OIL RETURN HOLES MAY BE DEBURRED AND/OR COVERED WITH SCREENS. EPOXYING MAGNETS TO THE OIL RETURN AREA IS ALLOWED. NO EXTERNAL PRESSURIZED OR RETURN OIL LINES ALLOWED EXCEPT TO OIL COOLER IF USED. NO CARBON FIBER OR TITANIUM ENGINE PARTS.

COMPRESSION: MAXIMUM COMPRESSION IS 11.5:1. CHECKED WITH THE "WHISTLER". NO TOLERANCE ALLOWED ON MAXIMUM COMPRESSION! THE 2 MOST FORWARD BOLTS ON BOTH SIDES OF THE INTAKE MUST BE DRILLED TO ACCEPT A SEAL.

CRANKSHAFT: ONLY STOCK PRODUCTION OEM CRANKSHAFTS ALLOWED. CHEVROLET MUST USE LARGE JOURNAL CRANK. REGRINDING OF THE ROD AND MAIN JOURNALS TO A MAXIMUM OF .030" UNDER STANDARD SIZE ALLOWED. THE MAXIMUM ALLOWABLE STROKE TOLERANCE FOR GM AND FORD IS +/- .015". MAXIMUM STROKE ON A GM WILL BE 3.495". MOPAR WILL HAVE A MAXIMUM STROKE TOLERANCE OF +/- .005". THE ROD JOURNALS MAY BE DRILLED TO OBTAIN THE MINIMUM CRANKSHAFT WEIGHT. NO MACHINING, POLISHING, GRINDING OR ANY OTHER MODIFICATIONS TO ANY PART OF THE CRANKSHAFT ALLOWED. CRANKSHAFT MUST REMAIN AS MANUFACTURED. ONLY NORMAL OEM TYPE ENGINE BALANCING WILL BE ALLOWED. MINIMUM CRANKSHAFT WEIGHT FOR GM IS 50 LBS. MOPAR AND FORD MINIMUM CRANKSHAFT WEIGHT IS 54 LBS. FLUID HARMONIC DAMPERS ARE ALLOWED.

OIL PAN: ONLY OEM TYPE IN THE PAN OIL PUMPS ALLOWED. NO DRY SUMPS, EXTERNAL OIL PUMPS, TANKS OR ACCU-SUMP SYSTEMS ALLOWED. WINDAGE TRAYS ALLOWED. OIL COOLERS ALLOWED. NO PUMPS OF ANY TYPE MAY BE USED IN THE EVACUATION SYSTEM.

ENGINE OIL SPECIFICATIONS: THE USE OF COMBUSTION ENHANCING OILS OR ADDITIVES IS NOT PERMITTED.

OIL COOLERS: MAY BE LOCATED OUTSIDE THE BODY.

PISTONS & RODS: FLAT TOP 3-RING ALUMINUM PISTONS ONLY. ALL 3 RINGS MUST BE OF MAGNETIC STEEL. VALVE RELIEFS MAY BE CUT INTO PISTONS. NO PORTION OF THE PISTON MAY PROTRUDE ABOVE THE TOP OF THE BLOCK. STOCK TYPE STEEL RODS ONLY. ALL AFTERMARKET RODS MUST BE SOLID BEAM TYPE "SPORTSMAN" ROD WITH A STEEL PIN. AFTERMARKET BOLTS ALLOWED. NORMAL OEM TYPE ENGINE

BALANCING ONLY. NO BILLET RODS. MINIMUM ROD LENGTH 5.700", MAXIMUM ROD LENGTH 6.250". ALL RODS MUST BE THE SAME LENGTH. MINIMUM WEIGHT FOR PISTON, PIN, RINGS, BEARING & ROD ASSEMBLY IS 1075 GRAMS.

PISTON RINGS: MINIMUM THICKNESS OF TOP & SECOND RINGS .043". MINIMUM THICKNESS OF OIL RINGS 3mm.

CAMSHAFT: STOCK LIFTER DIAMETER MUST BE MAINTAINED. NO ROLLER, MUSHROOM, OVERSIZE, CONVEX, CONCAVE OR CERAMIC LIFTERS. ONLY FLAT BOTTOM MAGNETIC STEEL STRAIGHT BARREL LIFTERS OF THE SAME DIAMETER AND LENGTH AS STOCK. MAXIMUM LIFT AT THE VALVE WITH ZERO (0) LASH WILL BE 550".

TIMING CHAIN: ANY TYPE CHAIN ALLOWED. NO GEAR OR BELT DRIVES.

CYLINDER HEADS: STOCK OEM CAST IRON HEADS ONLY. NO PORT MATCHING OR FLOW WORK. NO GRINDING, POLISHING, BEADING OR CHEMICAL (ACID) MILLING ALLOWED. NO WELDING OR SECTIONING. NO INTERNAL MODIFICATIONS OF ANY KIND INCLUDING PAINTING OR TEFLON COATINGS. CHEVROLET MUST USE THE "492" CASTING OR THE "OLD STYLE 461 OR 462 TYPE HEADS", WITH A MAXIMUM 2.02" INTAKE VALVE AND A MAXIMUM 1.60" EXHAUST VALVE. NO ANGLE PLUG, BOWTIE OR VORTEC HEADS ALLOWED. CHEVROLET MAY USE THE DART IRON EAGLE S/S CYLINDER HEAD PART# 10024266. FORD CLEVELAND OR WINDSOR MUST USE HEADS OF A TWO BARREL DESIGN THAT CAME ON A PASSENGER VEHICLE WITH A MAXIMUM 2.05" INTAKE VALVE AND A MAXIMUM 1.66" EXHAUST VALVE. FORD WINDSOR MAY USE THE CAST IRON "WORLD PRODUCTS WINDSOR JR" CYLINDER HEAD. BARE CASTING PART# 05303B WITH 1.94" INTAKE VALVE AND 1.60" EXHAUST VALVE. THIS IS THE ONLY APPROVED AFTERMARKET CYLINDER HEAD! MOPAR MUST USE PART# P5249574 WITH CASTING NUMBERS 3418915, 4772576 OR 448308 WITH A MAXIMUM 2.02" INTAKE VALVE AND A MAXIMUM 1.60" EXHAUST VALVE. CHRYSLER MAY USE ENGINEQUEST CYLINDER HEAD PART# 318B. NO W2 OR TA HEADS ALLOWED. ALL CAST LINES & INSIGNIA'S MUST BE CLEARLY VISIBLE & COMPLETE. THE ONLY MODIFICATIONS ALLOWED ARE THE MILLING OF GASKET SURFACES, THE ADDITION OF SCREW IN STUDS, GUIDE PLATES AND VALVE SPRING SEATS. OPTIONAL VALVE SEALS, POLY-LOCKS OR JAM-NUT DEVICES ARE PERMITTED. MACHINING OF THE VALVE GUIDE BOSS FOR SEALS ONLY. COOLANT LINES WILL BE ALLOWED ON THE ENDS OF THE CYLINDER HEADS ONLY. NO MORE THAN TWO INTAKE MOUNTING HOLES MAY HAVE HELI-COILS. INTAKE AND EXHAUST MOUNTING HOLES MAY NOT BE ADDED OR RELOCATED. HOLES MUST TAKE STANDARD INTAKE MANIFOLD BOLTS.

VALVES: MUST BE IDENTICAL IN APPEARANCE AND CONSTRUCTION AS AN OEM TYPE VALVE. NO AIR DIRECTIONAL DEVICES ALLOWED ON ANY OF THE VALVE SURFACES. VALVE STEMS MUST HAVE A MINIMUM DIAMETER OF 11/32". STAINLESS STEEL REPLACEMENT VALVES ARE PERMITTED.

VALVE SPRINGS & RETAINERS: ANY TYPE STEEL VALVE SPRINGS ALLOWED. DOUBLE SPRINGS ARE ALLOWED. STEEL VALVE SPRING RETAINERS ONLY.

VALVE JOB: THREE ANGLE VALVE JOBS ALLOWED. WHEN CUTTING THE VALVE SEAT ANGLES, NO STONE OR GRINDING MARKS ARE PERMITTED ABOVE THE BOTTOM OF THE VALVE GUIDE. ALL CUTTING IN REFERENCE TO THE VALVE JOB MUST BE CENTERED OFF THE CENTERLINE OF THE VALVE GUIDE. UPON COMPLETION OF THE VALVE JOB, THE BOWL AREA UNDER THE VALVE SEAT DOWN TO THE BOTTOM OF THE VALVE GUIDE MUST STILL BE THE SAME CONFIGURATION AS FAR AS SHAPE AND FINISH AS IT WAS FROM THE MANUFACTURER. SURFACES AND/OR EDGES WHERE THE CUTTER OR STONE HAS TOUCHED MUST NOT BE POLISHED. HAND GRINDING OR POLISHING WILL NOT BE PERMITTED ON ANY PART OF THE HEAD. UNSHROUDING OF VALVES IS NOT PERMITTED.

ROCKER ARMS: ROLLER ROCKER ARMS ALLOWED. ROCKERS MUST BE INDEPENDENT AND STUD TYPE. NO SHAFT ROCKER SYSTEMS. STUD GIRDLES PERMITTED. CHRYSLER MAY USE OEM SHAFT SYSTEM.

INTAKE MANIFOLD: EDELBROCK PERFORMER RPM SERIES ARE THE ONLY INTAKES ALLOWED. THE INTAKE MUST REMAIN AS MANUFACTURED "STOCK OUT OF THE BOX". MANIFOLDS MUST REMAIN UNALTERED, INCLUDING BOLT HOLES. PAINTING OR COATING OF THE INTAKE IS NOT ALLOWED. ONLY CURRENT DESIGNED INTAKES ALLOWED. OLDER INTAKES WITH CURRENT PART NUMBERS ARE NOT ALLOWED. APPROVED PART NUMBERS ARE; CHEVROLET 7101, FORD 7181, CHRYSLER 7176. TRACK SUPPLIED INTAKE MUST FIT YOUR ENGINE.

CARB SPACER: ONE SOLID MATERIAL SPACER, MAXIMUM HEIGHT OF 1" PERMITTED. NO WEDGE SHAPE SPACERS ALLOWED. BOTH THE TOP AND BOTTOM SURFACES MUST BE PARALLEL. PORTHOLE (S) MUST BE

VERTICAL TO THE TOP AND BOTTOM. NO BEVELING, TAPERING, FLARING OR RADIUSING OF PORTHOLE (S). SPACER MAY NOT BE STEPPED OR UNDERCUT. NO ADDITIONAL OPENINGS FOR THE INDUCTION OF AIR ALLOWED. ONLY ONE .075" MAX GASKET PER SIDE OF SPACER ALLOWED.

CARBURETOR: THE HOLLEY R4412 IS THE ONLY CARBURETOR ALLOWED. ALL CARBURETORS MUST PASS TRACK SUPPLIED GAUGES. THE ONLY CHANGES THAT WILL BE ALLOWED ARE AS FOLLOWS; THE CHOKE PLATE AND SHAFT MAY BE REMOVED, JETS, POWER VALVE, ACCELERATOR PUMP CAM AND ACCELERATOR PUMP DISCHARGE NOZZLES MAY BE CHANGED. IDLE HOLES MAY BE DRILLED IN THE THROTTLE PLATES. THROTTLE PLATE SCREWS MAY BE TRIMMED FLUSH WITH THE SHAFT. NO OTHER CHANGES ALLOWED. NO RESHAPING, POLISHING, GRINDING, MACHINING OR DRILLING ALLOWED. NO ADJUSTABLE (JETTED) AIR BLEEDS OR CIRCUITS. GASKETS MUST REMAIN UNALTERED.

AIR CLEANER/FILTER: ONLY ROUND MAXIMUM 5" IN HEIGHT DRY PAPER AIR FILTER ELEMENT WITH A MINIMUM 12", MAXIMUM 14" DIAMETER WILL BE PERMITTED. ALL AIR ENTERING CARBURETOR MUST PASS THRU FILTER. AIR FILTER MAY NOT BE SPRAYED OR SOAKED WITH CHEMICALS. TOP AND BOTTOM OF AIR CLEANER MUST BE METAL AND OF SAME DIAMETER. A MAXIMUM 1" LIP PERMITTED FROM AIR FILTER ELEMENT TO EDGE OF AIR CLEANER. A SHIELD MAY BE USED IN FRONT OF AIR FILTER ELEMENT UP TO A MAXIMUM OF ONE-HALF OF THE AIR FILTER ELEMENT CIRCUMFERENCE AND NOT WIDER THAN THE HEIGHT OF THE ELEMENT. NO AIR INDUCTION DUCTS, BAFFLES, TUBES FUNNELS OR ANYTHING ELSE WHICH MAY CONTROL THE AIR LEADING TO, INSIDE OF, OR BETWEEN THE AIR FILTER AND CARBURETOR. THE AIR FILTER BASE MUST HAVE A MINIMUM ROUND OPENING OF 5". A 1" MAXIMUM HEIGHT SPACER MAY BE USED BETWEEN THE CARBURETOR AND THE AIR CLEANER. NO PORTION OF THE HOOD MAY BE HIGHER THAN THE BOTTOM OF THE AIR CLEANER. NO PLASTIC AIR CLEANERS OR PARTS.

EXHAUST SYSTEM: HEADERS MUST BOLT DIRECTLY TO THE CYLINDER HEAD-NO SPACERS. NO 180 DEGREE HEADERS. NO "TRI-Y" TYPE HEADERS. EXHAUST PIPES MUST COME OUT OF ENGINE AT THE COWL AND MUST EXTEND A MINIMUM OF 6" PAST COWL. EXHAUST PIPES MAY RUN BENEATH THE CAR, BUT MUST TURN DOWN AND OUT TOWARD THE BOTTOM OF THE FRAME RAILS OR EXIT OUT THROUGH THE DOOR PANEL. THERMAL WRAP IS NOT PERMITTED ANYWHERE ON THE EXHAUST SYSTEM.

MUFFLERS: MANDATORY! THE ONLY APPROVED MUFFLER IS THE LOBAK RCM 12" SPIRAL FLOW, PART# RCM351235. ONLY ONE (1) MUFFLER PER EXHAUST PIPE. MUFFLERS MUST MATCH. END OF MUFFLER MUST BE LOCATED 6" FROM END OF EXHAUST SYSTEM. THE LAST 6" OF THE EXHAUST SYSTEM WILL BE FOR A TURN DOWN. MUFFLERS MUST BE REMOVABLE FOR INSPECTION. MUFFLER MUST REMAIN COMPLETE WITH ENDS AS PURCHASED. CHECK VALVE TUBES NOT ALLOWED IN ANY PART OF THE MUFFLER. NO LEAKS IN MUFFLER OR EXHAUST SYSTEM. ANY TAMPERING WITH MUFFLERS OR EXHAUST SYSTEM WILL RESULT IN DISQUALIFICATION AND LOSS OF ALL EARNED POINTS.

IGNITION: ELECTRONIC DISTRIBUTORS MUST BE GEAR DRIVEN, USE AN EIGHT LOBE CAM WITH MAGNETIC PICK-UP, STOCK TYPE HOUSING, MOUNTED IN STOCK LOCATION, USING FACTORY PRODUCTION FIRING ORDER ONLY. GM & CHRYSLER MUST USE 1-8-4-3-6-5-7-2 & FORD MUST USE 1-3-7-2-6-5-4-8. GM, FORD & CHRYSLER MUST USE A COIL IN THE CAP HEI TYPE DISTRIBUTOR WITH A GM OEM TYPE IGNITION MODULE. NO AFTERMARKET CAPACITIVE "MSD" TYPE SYSTEMS. THE FOLLOWING WILL NOT BE PERMITTED; ADJUSTABLE TIMING CONTROLS, IGNITION DELAY/TIMING RETARD DEVICES, ANY ACCESSORIES THAT REGULATE THE POWER SUPPLY. THE FOLLOWING SYSTEMS ARE NOT PERMITTED; COMPUTERIZED, MULTI-COIL, DISTRIBUTORLESS, DUAL FIRING MODULE BOX, CRANK TRIGGERED OR MAGNETO SYSTEMS.

EXTERNAL RPM LIMITER : PERMITTED. MSD SOFT TOUCH REV CONTROL PART# 8728 ONLY. MUST BE MOUNTED TO THE ENGINE SIDE OF THE FIREWALL IN PLANE VIEW. VIOLET WIRE MUST BE CUT BACK TO THE HOUSING. GREEN & WHITE WIRES MUST RUN DIRECTLY TO COIL NEGATIVE.

TACHOMETER: TACHOMETER WIRE MUST RUN DIRECTLY TO THE DISTRIBUTOR. THIS WIRE MUST BE SEPERATED FROM ALL OTHER WIRES AND MUST REMAIN UNOBSTRUCTED FOR INSPECTION.

SPARK PLUGS: SPARK PLUG MUST MATCH TYPE OF HEAD BEING USED. GASKET TYPE HEAD MUST USE GASKET SEAT SPARK PLUG. TAPERED TYPE HEAD MUST USED TAPERED SEAT SPARK PLUG.

STARTER: STOCK OR AFTERMARKET ALLOWED. MUST REMAIN IN STOCK POSITION.

ENGINE COOLING SYSTEM: RADIATORS MUST REMAIN IN STOCK LOCATION. ALL CARS MUST BE EQUIPPED WITH A MINIMUM ONE (1) GALLON OVERFLOW CONTAINER. ONLY WATER CAN BE USED AS AN ENGINE COOLANT. THE ONLY APPROVED COOLANT ADDITIVE ALLOWED IS “WATER WETTER”.

WATERPUMP: ONLY STEEL OR ALUMINUM OEM TYPE MECHANICAL PUMP IN STOCK LOCATION, TURNING THE SAME DIRECTION OF CRANKSHAFT. IMPELLERS MAY BE ALTERED. NO COOLING LINES PERMITTED ANYWHERE IN THE INTAKE MANIFOLD OR IN THE SIDES OF THE HEADS OR BLOCK. WATER MUST FLOW NORMALLY THROUGH THE ENGINE, INCLUDING THE INTAKE MANIFOLD.

FUEL: SEE RULE 20J-15, 20J-16. ADDITIVES OF ANY TYPE OR CATALYSTS ARE NOT ALLOWED. NO COOLING OR ICING OF THE FUEL. THE USE OF UNLEADED FUEL IS NOT PERMITTED. FUEL MUST PASS A CHEMICAL TEST. THE FOLLOWING FUELS ARE THE ONLY FUELS APPROVED FOR COMPETITION:
SUNOCO; STARDARD, SUPREME
POWER MIST; TWS, T112
ROCKET BRAND; 111
TURBO BLUE; TURBO BLUE LEADED
VP; C12

DRIVETRAIN:

BELL HOUSING: ANY NASCAR APPROVED SAFETY BELL HOUSING. MUST BE A FULLY ENCLOSED BELL HOUSING.

CLUTCH & FLYWHEEL: 7 ¼” QUARTER MASTER 2 DISC V DRIVE PART # 298108 OR 298158 AS PRODUCED BY MANUFACTURER. STOCK STEEL OEM TYPE 153 TOOTH RING GEAR/FLEX PLATE WITH A MINIMUM WEIGHT OF 4.2 LBS. NO ULTRA LIGHT WEIGHT FLEX PLATES!

OEM OR EXACT REPLACEMENT MAY BE USED PER THE FOLLOWING; MINIMUM SIZE CLUTCH AND PLATE IS 10”. NO BUTTON OR PADDLE TYPE DISC’S. OEM STEEL FLYWHEEL OR BILLET REPLACEMENT OF STOCK DIMENSIONS IS ALLOWED. NO ALUMINUM, TITANIUM OR CARBON FIBER CLUTCH OR FLYWHEEL PARTS INCLUDING FASTENERS. NO DRILLING, LIGHTENING OR ANY MODIFICATIONS. MINIMUM WEIGHTS ARE; FLYWHEEL 12.5 LBS., CLUTCH COVER 13.0 LBS., CLUTCH DISC 3 LBS.. .

TRANSMISSION: STOCK OEM 3 OR 4 SPEED MANUAL TRANSMISSION WITH CAST IRON, ALUMINUM OR MAGNESIUM HOUSINGS PERMITTED. NO TOP LOADERS, SPECIAL PRODUCTION, OVERDRIVES, 5 SPEEDS OR AUTOMATICS ALLOWED. ALL INTERNAL PARTS INCLUDING BEARINGS, MUST BE STOCK OEM OR EXACT REPLACEMENT ONLY.. ANGLE CUT FORWARD GEARS ONLY. NO SQUARE CUT FORWARD GEARS. STOCK OEM GEAR RATIOS ONLY. NO POLISHING, WELDING, MACHINING, DRILLING OR LIGHTENING OF ANY PARTS. HIGH RATIO MUST BE 1:1. NO OTHER GEARS MAY HAVE A RATIO CLOSER THAN 1.2:1. 1ST GEAR MAY BE REMOVED FROM 4 SPEED ONLY. TAIL SHAFT MAY USE ROLLER/NEEDLE BEARINGS. ALL GEARS MUST BE IN WORKING ORDER FROM INSIDE THE DRIVERS COMPARTMENT WITH MECHANICAL LINKAGE. THERMAL COATINGS ARE NOT ALLOWED.

REAR AXLE: REAR AXLE ASSEMBLY MUST MEET THE FOLLOWING REQUIREMENTS; ONLY ALUMINUM OR STEEL QUICK CHANGE AND NON-QUICK CHANGE CENTER SECTIONS WITH A 10” RING GEAR EQUIPPED WITH ALUMINUM OR STEEL SIDE BELLS PERMITTED. FULL FLOATING MAGNETIC STEEL REAR AXLES ARE MANDATORY. ONLY LOCKED REAR DRIVE AXLE ASSEMBLIES PERMITTED. NO LIMITED SLIP OR RATCHET TYPE DIFFERENTIALS. THERMAL COATINGS ARE NOT ALLOWED. FOR THE PURPOSE OF CHECKING A PRE-DETERMINED FINAL DRIVE GEAR RATIO, WHEN JACKED UP BOTH REAR WHEELS MUST ROTATE IN THE SAME DIRECTION WITH EACH TRAVELING THE SAME ROTATIONAL DISTANCE.

GEAR RULE: MINIMUM 4.56:1 – MAXIMUM 5.04:1 FOR QUICK CHANGE. MINIMUM 4.56:1 – MAXIMUM 4.86:1 FOR STRAIGHT REARS.

ADJUSTING DEVICES: THE ONLY ADJUSTING DEVICE IN THE DRIVERS COMPARTMENT WILL BE FOR BRAKE PROPORTIONING (FRONT TO REAR ONLY). NO OTHER DEVICES OF ANY KIND TO CONTROL OR ALTER THE HANDLING, WEIGHT PERCENTAGE, RIDE HEIGHT AND ETC. OF THE CAR.

ADDITIONAL INFORMATION:

SUNOCO MODIFIEDS MUST ALSO COMPLY WITH THOMPSON INTERNATIONAL SPEEDWAY GENERAL/SAFETY RULES.

THOMPSON INTERNATIONAL SPEEDWAY RESERVES THE RIGHT TO CONFISCATE FROM THE RACE WINNER ANY OR ALL OF THE FOLLOWING ITEMS; INTAKE MANIFOLD, IGNITION MODULE, DISTRIBUTOR, TACHOMETER, ETC. THE COMPETITOR WILL RECEIVE EITHER NEW PARTS OR MONETARY COMPENSATION FOR ANY AND ALL CONFISCATED PARTS.

THOMPSON INTERNATIONAL SPEEDWAY ALSO RESERVES THE RIGHT TO ISSUE A "STOCK OUT OF THE BOX" INTAKE MANIFOLD AND/OR IGNITION MODULE, PRIOR TO ANY RACING EVENT, OR DURING POST RACE INSPECTION, CONFISCATING THEIR PARTS. FAILURE TO COMPLY WILL RESULT IN THE LOSS OF ALL EARNED POINTS AND/OR SUSPENSION.