



*****UPDATED 3/23/12 (FUEL RULE)**

CHANGES FOR 2012 ARE INDICATED IN RED.

BODY:

GENERAL: 1978 & NEWER AMERICAN CARS WITH A 108" WHEELBASE. OEM STOCK OR AFTERMARKET STEEL, ALUMINUM OR FIBERGLASS BODIES ALLOWED. PLASTIC FENDERS, ROOF & QUARTER PANELS ALLOWED. STOCK DIMENSIONS ONLY. NO "DIRT" OR "OUTLAW" BODIES OR BUMPER COVERS ALLOWED. NO STRAIGHT OR SLAB SIDE BODIES. NO OFFSET BODIES. REAR QUARTER WINDOW PANEL(C PILLAR) MUST MEET QUARTER PANEL. NO SHELVES. BODIES MUST BE CENTERED ON THE FRAME. HOOD MUST LAY FLAT WITH NO REAR OPENING. THE FRONT & REAR BUMPER COVERS MUST MATCH BODY BEING USED. REAR BUMPER COVER/TAIL PANEL MUST REMAIN UN CUT AND MAY NOT HAVE ANY HOLES. IF AFTERMARKET BUMPER COVERS ARE USED, BUMPER TUBING MUST BE INSIDE OF COVER AND MAY NOT EXTEND PAST THE FLAT SURFACE OF THE TIRE. NO LOWERING, CHOPPING, OR CHANNELING OF ANY BODY PARTS. NO "BELLY PANS" OR ANY UNDER CAR AERODYNAMICS ALLOWED. ROCKER PANEL OR SIDE SKIRTS MAY NOT BE ROLLED UNDER. BODY MUST MATCH MOTOR BEING USED. LISTED BELOW ARE THE ONLY APPROVED AFTERMARKET BODIES; BUICK REGAL, OLDS CUTLASS, PONTIAC GRAND PRIX, CHEVY MONTE CARLO, CHEVY LUMINA, FORD TAURUS, FORD T-BIRD, CHRYSLER LEBARON, DODGE AVENGER, DODGE INTREPID. NO CARBON FIBER OR TITANIUM ENGINE, POWER TRAIN, BODY OR CHASSIS PARTS!

MAXIMUM FRONT OVERHANG: 45" MEASURED FROM THE CENTER OF THE SPINDLE TO FRONT OF BUMPER.

MAXIMUM NOSE WIDTH: 81"

MINIMUM ROOF HEIGHT: 46" MEASURED 10" BACK FROM TOP OF THE WINDSHIELD. 46" MEASURED 6" FROM THE TOP OF THE REAR WINDOW.

MINIMUM WINDSHIELD ANGLE: 25 DEGREES MEASURED ANYWHERE IN THE CENTER OF THE WINDSHIELD.

MAXIMUM VENT WINDOW: 10" MEASURED FROM THE BASE OF THE A PILLAR. VENT WINDOW MAY NOT BE TAPERRED BACK, MUST GO STRAIGHT UP TO PILLAR.

MAXIMUM B POST EXTENSION: 3" MEASURED FROM CORNER OF BODY.

MAXIMUM DECK LID HEIGHT: 35" MEASURED AT TOP OF REAR QUARTER/DECK LID.

MAXIMUM REAR OVERHANG: 52" MEASURED FROM CENTER OF REAR AXLE TO END OF BUMPER.

REAR SPOILER: MUST BE MOUNTED ON THE REAR OF THE TRUNK OR FOLLOW THE CONTOUR OF THE REAR PANEL. SPOILER CAN NOT EXCEED THE CONTOUR OF THE BODY AT THE BASE. TOP EDGE OF THE SPOILER MAY ONLY ANGLE REARWARDS A MAXIMUM OF 1/2". NO SIDE GUSSETS, NO REAR VANES. SPOILER MUST BE CLEAR POLYCARBONATE MATERIAL. ONLY THE BOTTOM 1" OF THE SPOILER MAY BE STEEL OR ALUMINUM. NO DECALS ON THE SPOILER.

MAXIMUM REAR SPOILER: 5" HEIGHT BY 60" LENGTH.

MAXIMUM SPOILER HEIGHT: 40" MEASURED FROM TOP OF SPOILER TO GROUND.

GLASS: FULL WINDSHIELD AND BACK GLASS. QUARTER GLASS AND VENT WINDOWS ALLOWED, CLEAR POLYCARBONATE MATERIAL ONLY. IF QUARTER/VENT GLASS IS NOT USED, WINDOW OPENING MUST REMAIN OPEN. NO DECALS ON BACK GLASS.

BODY SPOILER: SIDE SKIRTS ALLOWED BETWEEN WHEEL OPENINGS. MUST FOLLOW CONTOUR OF BODY AND MAY NOT BE STEPPED OR ANGLED. SIDE SKIRTS MUST MAKE RIDE HEIGHT.

NERF BARS: MAY BE USED BETWEEN WHEEL OPENINGS AT HUB HEIGHT. BARS MUST BE ROUND OR SQUARE TUBING, MAXIMUM 1" X .125" SKIN TIGHT TO THE BODY WITH NO SHARP EDGES, ANGLES OR POINTS. NERF BAR ENDS MUST BE TAPERED AND CAPPED. CARRAGE TYPE BOLTS MUST MOUNT INWARD. POLYCARBONATE RUB RAILS ARE ALLOWED.

INTERIOR SHEETMETAL: FIREWALLS MUST BE WELDED. THE FRONT FIREWALL CANNOT BE FURTHER BACK THAN THE CENTERLINE BETWEEN THE FRONT UPRIGHT LEGS OF THE ROLL CAGE. A FOOTBOX MAY BE USED. A FILLER PANEL MUST BE USED BETWEEN THE FIREWALL (ROLL CAGE UPRIGHT) TO THE RIGHT DOOR. THIS PANEL MUST BE STRAIGHT TO THE FRAME RAIL (NO BENDS OR CURVES). THE REAR FIREWALL CANNOT BE FURTHER FORWARD THAN THE CENTERLINE OF THE MAIN HOOP BAR OF THE ROLL CAGE. A FULL STOCK APPEARING FLOOR MUST BE USED. RIGHT SIDE FLOOR MAY RUN LEVEL ACROSS FROM THE TUNNEL TO THE RIGHT DOOR PANEL. ALL INTERIOR SHEETMETAL MUST BE .031" STEEL.

FRAME/CHASSIS:

MUST BE A PERIMETER FRAME. NO OFFSET OR STRAIGHT RAIL FRAMES ALLOWED.

G-METRIC CHASSIS CARS WILL BE ALLOWED TO CLIP TUBE SNOUTS. CENTER SECTION AND REAR CLIP MAY BE OEM STOCK OR MUST CONFORM TO THE TUBULAR SECTION OF THE RULES.

WHEELBASE: 108".

FRONT SNOUTS: MAY BE OEM OR FABRICATED.

OEM SNOUTS: STOCK FRONT SUB-FRAME BEGINNING A MINIMUM OF 22 INCHES REARWARD OF THE CENTERLINE OF THE FRONT SPINDLES AND EXTENDING FORWARD TO IN FRONT OF THE RADIATOR MUST REMAIN STOCK OEM. THE ONLY MODIFICATIONS PERMITTED ARE FOR SPRING BUCKET/JACKING BOLT, UPPER A-FRAME PERCH AND THE BOTTOM OF THE CROSS MEMBER MAY BE CUT FOR OIL PAN, HEADER & FUEL PUMP CLEARANCE. THE CROSS MEMBER MUST NOT BE MOVED FROM ITS ORIGINAL LOCATION. A MAXIMUM DISTANCE OF 25" MUST BE MAINTAINED FROM THE LEADING EDGE OF THE CENTER SECTION KICKOUT TO THE CENTERLINE OF THE FRONT CROSS MEMBER. STOCK OEM OR AFTERMARKET LOWER CONTROL ARMS. NO REPOSITIONING, ELONGATING OR OVERSIZING OF ANY MOUNTING HOLES. THE FOLLOWING ARE THE ONLY APPROVED OEM SNOUTS:

GM: G-METRIC & CAMARO

FORD: 79 AND NEWER FULLSIZE LTD, CROWN VIC. FORD MAY ALSO USE G-METRIC OR CAMARO.

CHRYSLER: 79 AND NEWER FULL SIZE. CHRYSLER MAY ALSO USE A G-METRIC OR CAMARO.

TUBULAR SNOUT:

GM-TYPE FRONT STEER TUBULAR FRONT SUB-FRAME MUST BE CONSTRUCTED USING 2" X 4" MAGNETIC STEEL TUBING WITH A MINIMUM .083" WALL THICKNESS. ALL FRONT STEER ASSEMBLIES MUST MAINTAIN A DIMENSION OF 32" FROM THE CENTER OF THE LEFT SIDE RAIL TO THE CENTER OF THE RIGHT SIDE RAIL AT ANY POINT FROM THE FRAME SIDE RAIL KICK OUTS EXTENDING FORWARD IN FRONT OF THE STEERING ASSEMBLY. THE FRONT FRAME EXTENTIONS USING 2" X 3" MINIMUM .083" MAGNETIC STEEL TUBING MAY BE WELDED TO THE END OF THE SUB-FRAME BUT SHOULD ANGLE DOWN A MAXIMUM OF 18 DEGREES. THE FRONT SUB-FRAME MUST BE ATTACHED IN THE CENTER OF THE FRAME AT THE FRAME SIDE RAIL KICK OUTS AND EXTEND FORWARD A LENGTH OF 16" ON ONE SIDE WITH THE OPPOSITE SIDE NO MORE THAN 1 INCH DIFFERENCE AND ANGLE UPWARD AT BETWEEN 22 AND 25 DEGREES. AT THIS POINT, A PIECE OF TUBING 27 INCHES LONG MUST BE WELDED AND EXTENDED STRAIGHT FORWARD IN FRONT OF THE STEERING ASSEMBLY. A DISTANCE OF 25" MUST BE MAINTAINED FROM THE LEADING EDGE OF THE KICKOUT TO THE CENTERLINE OF THE FRONT CROSS MEMBER. THE FRONT CROSS MEMBER MUST BE CONSTRUCTED USING 2" X 3" MINIMUM .083" MAGNETIC STEEL TUBING. THE MOUNTING POINTS FOR THE LOWER A-FRAMES MUST BE 14 1/4" AT THE REAR AND 8 3/4" ON THE FRONT, MEASURED FROM THE CENTERLINE OF THE SUB-FRAME TO THE CENTERLINE OF THE MOUNTING HOLE.

WHEN MEASURING EITHER THE LEFT OR RIGHT SIDE, THE DISTANCE FROM THE CENTERLINE OF THE BOTTOM BALL JOINT TO THE CENTERLINE OF THE SUB-FRAME MUST BE EQUAL.

CENTER SECTION: THE CENTER SECTION OF THE CHASSIS MUST BE CONSTRUCTED WITH MINIMUM 2" X 3" X .120" MAGNETIC STEEL TUBING. THE WIDTH OF THE SIDE RAILS MUST BE A MAXIMUM OF 60" MEASURED FROM OUTSIDE OF RAIL TO OUTSIDE OF RAIL. BOTH RAILS MUST BE OF EQUAL LENGTH AND CENTERED.

REAR CLIP: THE REAR SECTION MUST BE CONSTRUCTED WITH MINIMUM 2" X 3" X .083" MAGNETIC STEEL TUBING. THE REAR SECTION MUST BE CENTERED TO THE CENTER SECTION OF THE CHASSIS. THE REAR RAILS MUST BOTH MAINTAIN THE SAME ANGLES AND MUST BE SYMMETRICAL IN DESIGN. THE RAILS MUST GO OVER THE REAR END ASSEMBLY AND MUST MAINTAIN A MINIMUM GROUND CLEARANCE OF 10" AFTER THE REAR END. A REINFORCEMENT BAR (CRASH BAR), MINIMUM 1 1/2" DIAMETER, .083" THICKNESS, MUST EXTEND BELOW THE REAR FRAME SECTION BEHIND THE FUEL CELL. THIS REINFORCEMENT BAR MUST BE AS WIDE AS THE FRAME RAILS AND EXTEND AS LOW AS THE BOTTOM OF THE FUEL CELL WITH 2 VERTICAL UPRIGHTS EVENLY SPACED IN BETWEEN THE FRAME RAILS AND ATTACHED TO THE REAR REINFORCEMENT BAR. TWO (2) SUPPORT BARS, ONE (1) LOCATED ON EACH CORNER, MUST ANGLE UPWARDS AND BE WELDED TO THE FRAME RAILS.

DAMAGED FRONT AND REAR CLIPS MAY BE REPLACE PER THE FOLLOWING DESIGN; FRONT & REAR CLIPS MAY BE FABRICATED FROM 2" X 3" MINIMUM .083" WALL THICKNESS & MUST EXTEND MINIMUM 10" BEYOND WHEELBASE. FRONT & REAR CLIPS MUST BE CENTERED TO THE CENTER SECTION. REAR CLIP MUST EXTEND BEYOND FUEL CELL. FRONT CLIP MUST BE A KICK-UP DESIGN. MAIN FRAME RAILS INCLUDING FRONT & REAR CLIPS MAY NOT BE DRILLED OR ALTERED IN ANY WAY FOR THE PURPOSE OF REDUCING WEIGHT. BIG SPRING ONLY. REAR TRAILING ARMS, 3RD LINK & FRONT LOWER CONTROL ARMS MUST BE PER 2012 RULES. RACK & PINION STEERING ALLOWED, BUT A 24 LB BALLAST WEIGHT MUST BE ATTACHED TO FRAME RAIL WHERE STEERING BOX WOULD BE. WEIGHT MUST BE REMOVABLE FOR INSPECTION PURPOSES.

ROLL CAGE: THE FOLLOWING ARE ADDITIONAL REQUIREMENTS AND CLARIFICATIONS FOR THE INSTALLATION OF THE ROLL BARS. THE MAIN ROLL BAR REFERRED TO AS #1 MUST BE MOUNTED VERTICAL (90 DEGREES) ON THE CENTER SECTION OF THE FRAME WITH NO OFFSET. THIS BAR MUST BE CENTERED TO THE CHASSIS. THE CENTER OF THE TOP OF THIS BAR MUST BE NO LOWER THAN 36 1/2" FROM THE TOP OF THE FRAME RAIL. LOCATION OF THE MAIN BAR IS A MAXIMUM OF 85 1/2" AS MEASURED FROM THE CENTERLINE OF THE LOWER BALL JOINT TO THE CENTERLINE OF THE MAIN BAR. THE ROOF BAR REFERRED TO AS #3 MUST BE WITHIN 4" OF THE SIDE WINDOW AND/OR DOOR OPENINGS ON BOTH SIDES, AS WELL AS THE FRONT WINDSHIELD, WITH NO OFFSETS. THE CENTER OF THE FRONT UPRIGHT LEGS REFERRED TO AS #2A AND #2B CAN NOT BE FURTHER BACK THAN 39" FROM THE CENTER OF THE LOWER BALL JOINTS. **POSITIVELY NO OFFSET ROLL CAGES!**

FUEL CELL CRASH BAR: A RE-ENFORCEMENT BAR, MINIMUM 1 1/2" X .083", MUST EXTEND BELOW THE REAR FRAME SECTION BEHIND THE FUEL CELL. THIS REINFORCEMENT BAR MUST BE AS WIDE AS THE REAR FRAME RAILS AND EXTEND AS LOW AS THE BOTTOM OF THE FUEL CELL WITH TWO (2) VERTICAL UPRIGHTS EVENLY SPACED BETWEEN THE FRAME RAILS AND ATTACHED TO THE REAR CROSS MEMBER. TWO (2) SUPPORT BARS, ONE (1) LOCATED ON EACH CORNER, MUST ANGLE UPWARDS AND BE WELDED TO THE REAR FRAME RAILS.

FUEL CELL HEIGHT: 8" MINIMUM.

BALLAST WEIGHT: ALL BALLAST WEIGHT MOUNTED TO THE OUTSIDE OF THE FRAME MAY NOT EXCEED 3" FROM THE FRAME. 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 (**LM-CAR#**). ANY CAR LOOSING BALLAST WEIGHT OR FOUND WITH UNMARKED WEIGHT IS SUBJECT TO A FINE.

GROUND CLEARANCE: 4"

CAR WEIGHT: TUBE CHASSIS MINIMUM 2975 LBS., G-METRIC, FORD STOCK CHASSIS MINIMUM 2925 LBS., STOCK SNOUTS MINIMUM 2950 LBS., MAXIMUM LEFT SIDE PERCENTAGE 56.0%. MOPARS MUST ADD 11 POUNDS PER CUBIC INCH OVER 359. **STOCK CRATE MOTOR 2950 LBS., CRATE MOTOR WITH OVER BORE MINIMUM 2975 LBS.** MAXIMUM LEFT SIDE PERCENTAGE 56.0%.

SUSPENSION:

A-FRAMES: UPPER AND LOWER CONTROL ARMS MAY BE AFTERMARKET OR OEM. AFTERMARKET UPPER A-FRAME MUST HAVE A CROSS-SHAFT. CROSS SHAFT MAY BE ALUMINUM OR STEEL. NO ADJUSTABLE TUBE TYPE CONTROL ARMS. LOWER CONTROL ARMS MUST MOUNT IN STOCK POSITION & MUST BE THE SAME LENGTH LEFT TO RIGHT. CONTROL ARMS MUST BE MAGNETIC STEEL. BALL JOINTS MAY BE CHANGED, BUT MUST REMAIN IN ORIGINAL POSITION. LOWER OEM CONTROL ARMS MUST REMAIN COMPLETE AS MANUFACTURED, BUSHINGS MAY BE CHANGED BUT CANNOT BE OFFSET TYPE.

SPINDLE & HUBS: OEM OR AFTERMARKET STEEL SPINDLES. SPINDLE OFFSET/INCLINATION MUST MATCH LEFT TO RIGHT. ANY STEEL, ALUMINUM OR MAGNESIUM SAFETY OR RACING HUB ALLOWED. LEFT & RIGHT HUBS MUST HAVE THE SAME OFFSET/DIMENSIONS. OIL FILLED 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.

BRAKES: MUST BE OPERATIONAL ON ALL 4 WHEELS AT ALL TIMES. VALVES OF ANY TYPE WILL NOT BE PERMITTED IN THE BRAKE LINES THAT WILL REDUCE OR STOP THE FLOW OF BRAKE FLUID TO A SINGLE WHEEL. **SINGLE PISTON CALIPERS. STEEL FRONT ROTORS MINIMUM 1" THICKNESS. STEEL REAR ROTORS MINIMUM ¾" THICKNESS.** AFTERMARKET MASTER CYLINDERS AND PEDALS ALLOWED. ADJUSTABLE PROPORTIONING VALVE MAY BE USED **FROM DRIVERS COMPARTMENT FOR FRONT TO REAR ADJUSTMENT ONLY.** NO DRILLING OR LIGHTENING OF ROTORS OR CALIPERS. **BRAKE DUCTS & BRAKE RETURN LINES ARE ALLOWED. BRAKE COOLERS AND BRAKE BLOWERS ARE NOT PERMITTED.**

BRAKE LINES: STEEL ONLY.

STEERING: STOCK OEM STEERING, AND STEERING BOX FOR CHASSIS BEING USED. NO RACK & PINION STEERING. HEIM JOINTS MAY BE USED AT THE INNER & OUTER TIE ROD ENDS. CENTER LINK MUST BE STEEL AND STOCK APPEARING. COLLAPSIBLE STEERING SHAFT IS RECOMMENDED. IF COLLAPSIBLE STEERING SHAFT IS NOT USED, THEN THE SHAFT MUST BE MADE WITH AT LEAST 2 U-JOINTS AND INSTALLED SO THAT UPON A HEAVY FRONT END COLLISION THE SHAFT WILL DEFLECT TO THE SIDE.

SPRINGS & SHOCKS: STOCK TYPE STEEL MINIMUM 5" SPRINGS MOUNTED IN ORIGINAL OEM LOCATION. IF LEAF SPRINGS ARE USED, ALL LEAFS MUST BE STEEL AND THE SAME WIDTH. NO HELPER SPRINGS OR TRACTION BARS. REAR SPRINGS MUST BE CENTERED OVER THE REAR END AND EQUALLY SPACED FROM CHASSIS CENTERLINE. CENTERLINE OF THE SPRING MAY NOT EXCEED THE CENTERLINE OF THE FRAME RAILS. ONLY ONE (1) STEEL OR ALUMINUM BODIED SHOCK PER WHEEL. SHOCKS (INCLUDING ENDS), MAY NOT EXCEED RACERS NET PRICE OF \$175.00 PER SHOCK ASSEMBLY. REAR SHOCKS MUST MOUNT IN STOCK LOCATION. NO ADJUSTABLE, LOAD LEVELER, OFF ROAD, AIR TYPE OR SHOCKS WITH EXTERNAL RESERVOIRS OR REMOTE/ELECTRONICALLY CONTROLLED SHOCKS ALLOWED. NO COIL OVER ELIMINATORS.

SHOCK CLAIMER RULE: TOP FIVE CARS IN TECH ONLY. YOU MAY CLAIM THE SHOCKS ON THE CAR THAT FINISHED DIRECTLY IN FRONT OF YOU. CLAIMER FEE IS \$200.00 PER SHOCK. SHOCKS MAY BE CLAIMED AS ALL 4 OR IN PAIRS, EITHER FRONT OR REAR.

REAR SUSPENSION: TRAILING ARMS MAY USE HEIM JOINTS. MAXIMUM LENGTH OF ARM MEASURED FROM CENTER TO CENTER OF MOUNTING HOLES, NOT TO EXCEED 25". STOCK TRAILING ARMS MAY USE AFTERMARKET BUSHINGS, HOLES MAY NOT BE OFFSET. 3 LINK REAR, THE UPPER LINK MAY USE HEIM JOINTS OR RUBBER BUSHINGS. NO HORIZONTAL SPRINGS OR ANY OTHER TORQUE ABSORBING DEVICES. THE CENTER OF THE FORWARD MOUNTING POINT CAN BE NO FURTHER FORWARD THAN 13" FROM THE VERTICAL CENTERLINE OF THE REAR AXLE.

PANHARD BAR: ONE SINGLE PANHARD BAR MAY BE USED. IT MUST BE MOUNTED BEHIND THE REAR AXLE ASSEMBLY.

WHEELS: 15" X 8" STEEL. WIDE FIVE WHEELS MINIMUM WEIGHT IS 15 LBS. 5 X 5 WHEELS MINIMUM WEIGHT IS 18 LBS. WHEEL SPACERS ARE ALLOWED, MUST BE 1 PIECE & ½" THICK MAXIMUM PER WHEEL. MAGNETIC STEEL WHEELS, STUDS & LUG NUTS.

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

TREADWIDTH: MAXIMUM FRONT & REAR 76".

TIRES: TRACK TIRE RULE WILL BE IN EFFECT-ALSO SEE GENERAL RULES. AMERICAN RACER 8" SLICK. LEFT SIDE TIRE IS EC-84, 26.5/8.0 X 15S OR 27.0/8.0 X 15. RIGHT SIDE TIRE IS EC-85, 27.0/8.0 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 TNNT 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:

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 FOR THE FOLLOWING EVENT ENTERED. 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/DAMAGED IN

ANY WAY INCLUDING UN-READABLE AND NON-TRACEABLE TIRES WILL BE DEEMED ILLEGAL. THIS MAY RESULT IN DISQUALIFICATION FROM THE RACE EVENT (INCLUDES HEAT RACES AND FEATURE EVENTS). IN ADDITION THE DRIVER MAY 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, MISSING OR LOW TIRE COUNTS WILL BE GIVEN A CREDIT OPTION. EACH REGISTERED DRIVER WILL RECEIVE TWO (2) INVENTORY CREDITS FOR THE ALLOWED PURCHASE OF TWO (2) NEW TIRES FOR ANY REASON THROUGHOUT THE POINTS SEASON. CREDITS ARE REDEEMABLE AT ANY POINTS EVENT AFTER ICEBREAKER. THESE CREDITED TIRES MUST BE INVENTORIED PRIOR TO THE DRIVERS MEETING. ONCE THE TWO CREDITS HAVE BEEN USED, IT WILL BE THE DRIVERS RESPONSIBILITY TO USE TIRES WITHIN THEIR INVENTORY AS REPLACEMENTS FOR CUT, DAMAGED, MISSING, OR REPLACEMENT TIRES. CREDIT TIRES CAN NOT BE TRANSFERRED TO OTHER TEAMS. 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 SPECS: MUST BE STOCK OEM V8 PRODUCTION CAST IRON BLOCKS AND CYLINDER HEADS. GM MAY USE THE DART SHP BLOCK. 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. CYLINDERS MAY BE BORED A MAXIMUM OF .040" FROM STANDARD SIZE. BLOCK MAY NOT HAVE MORE THAN 2 CYLINDER SLEEVES INSTALLED & MUST BE OF CAST IRON MATERIAL. AFTERMARKET OEM TYPE MAGNETIC STEEL MAIN BEARING CAPS ALLOWED. MUST BE STOCK APPEARING. STOCK OEM TYPE ENGINE BEARINGS ONLY. NO ROLLER CAM BEARINGS. NO DEBURRING, GRINDING, CHEMICAL (ACID MILLING), OR ABRASSIVE 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. OIL MUST BE PRESSURIZED & DRAIN NORMALLY THROUGH THE BLOCK. EPOXYING MAGNETS TO THE OIL RETURN AREA IS ALLOWED. NO CARBON FIBER ENGINE PARTS. NO PUMPS OF ANY TYPE ALLOWED IN THE EVACUATION SYSTEM. THE ONLY APPROVED ENGINES ARE; CHEVROLET-350, CHRYSLER-340 OR 360, FORD-351C OR 351W.

COMPRESSION: MAXIMUM COMPRESSION IS 10.5:1, CHRYSLER 10.5:1, CHECKED WITH THE "WHISTLER". NO TOLERANCE ALLOWED ON MAXIMUM COMPRESSION! THE 2 MOST FORWARD BOLTS ON EACH SIDE OF THE INTAKE MUST BE DRILLED TO ACCEPT A SEAL.

LOCATION: GENERAL MOTORS; THE CENTER OF THE FORWARD MOST SPARK PLUG MUST BE EVEN WITH OR FORWARD OF THE CENTERLINE OF THE UPPER BALL JOINTS. FORD AND CHRYSLER; THE RIGHT CYLINDER HEAD MUST BE EVEN OR FORWARD OF THE CENTERLINE OF THE UPPER BALL JOINTS. ENGINE MUST BE CENTERED IN THE CHASSIS. ENGINE MUST BE LEVEL AS MEASURED FROM SIDE TO SIDE AND FRONT TO BACK WITHIN 1/2". MINIMUM CRANKSHAFT HEIGHT IS 11" MEASURED FROM THE CENTERLINE OF THE CRANKSHAFT TO THE GROUND.

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 IS ALLOWED. THE MAXIMUM ALLOWABLE STROKE TOLERANCE FOR CHEVROLET IS +/- .015". MAXIMUM STROKE ON A CHEVROLET WILL BE 3.495". MAXIMUM STROKE ON CHRYSLER WILL BE 3.580", +/- .005". MAXIMUM STROKE ON FORD WILL BE 3.500", +/- .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 ALLOWED. MINIMUM CRANKSHAFT WEIGHT IS 50 LBS. CHRYSLER MAY USE PART# P5007253AB. FORD MAY USE PART# M-6303-H351.

OIL PAN: ONLY OEM TYPE IN THE PAN OIL PUMPS ALLOWED. FORD MAY USE A SINGLE STAGE, BELT DRIVEN EXTERNAL OIL PUMP. EXTERNAL PUMP MUST SCAVANGE FROM THE WET SUMP OIL PAN. PRESSURIZED OIL

MUST FLOW & DRAIN NORMALLY THROUGH THE ENGINE, NO ADDITIONAL PRESSURE OR RETURN OIL LINES EXCEPT TO OIL COOLER IF USED. EXTERNAL OIL COOLERS ARE ALLOWED.

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

PISTONS & RODS: FLAT TOP 3-RING ALUMINUM PISTONS ONLY. ALL 3 RINGS MUST BE OF MAGNETIC STEEL. VALVE RELIEF MAY BE CUT INTO THE PISTON. NO PART OF THE PISTON MAY PROTRUDE ABOVE THE TOP OF THE BLOCK. ANY STEEL PISTON RINGS ALLOWED. STOCK TYPE STEEL RODS ONLY. ALL AFTERMARKET RODS MUST BE SOLID BEAM TYPE "SPORTSMAN" ROD. NO HOLLOW BEAM RODS. 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: NO ROLLER OR MUSHROOM CAMSHAFTS. NO GEAR OR BELT DRIVEN CAMSHAFTS. ANY TIMING CHAIN MAY BE USED.

VALVE LIFTERS: 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. ANY TYPE OF MECHANICAL ASSISTANCE EXERTING A FORCE TO ASSIST IN CLOSING OF THE LIFTER AND/OR PUSHROD (REV KITS) ARE NOT ALLOWED. GM FLAT TAPPET LIFTER .842" X 1.88". FORD FLAT TAPPET LIFTER .875" X 1.95". CHRYSLER FLAT TAPPET LIFTER .904" X 1.79".

ROCKER ARMS: ROLLER ROCKER ARMS ARE PERMITTED. ROCKERS MUST BE INDEPENDENT AND STUD TYPE. NO SHAFT ROCKERS. STUD GIRDLES PERMITTED. CHRYSLER MAY USE OEM SHAFT SYSTEM. AFTERMARKET SHAFT ROCKERS ALLOWED ONLY WITH CHRYSLER CYLINDER HEAD PART/CASTING# P5007141.

CYLINDER HEADS: STOCK OEM CAST IRON PRODUCTION HEADS ONLY, LIMITED TO 2 VALVES PER CYLINDER. CHEVROLET MUST USE STRAIGHT PLUG HEADS WITH A 2.020" OR SMALLER INTAKE VALVE, EXHAUST VALVE MAXIMUM SIZE IS 1.60". NO BOWTIE OR VORTEC HEADS ALLOWED. CHEVROLET MAY USE DART IRON EAGLE S/S CYLINDER HEAD PART# 10024266. CHRYSLER MUST USE A CYLINDER HEAD WITH A 2.02" OR SMALLER INTAKE VALVE AND A 1.60" MAXIMUM EXHAUST VALVE. THE FOLLOWING PART NUMBERS ARE THE ONLY CHRYSLER HEADS ALLOWED; PART # P5249574 CASTING # 4772576 OR 448308, PART# P5007086 CASTING # 53021137 OR 53006673 & PART# P5007141. NO W-2 HEADS ALLOWED. FORD WINDSOR MUST USE HEADS WITH A 1.94" OR SMALLER INTAKE VALVE, EXHAUST VALVE MAXIMUM SIZE 1.60". 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! FORD CLEVELAND MUST USE HEADS OF 2 BARREL DESIGN WITH 2.050" OR SMALLER INTAKE VALVE, MAXIMUM EXHAUST VALVE IS 1.660". FORD MOTORSPORTS N351 OR N352 CYLINDER HEADS ARE ALLOWED. NO PORT MATCHING OR FLOW WORK. NO GRINDING, POLISHING, BEADING OR CHEMICAL (ACID) MILLING ALLOWED. ALL CAST LINES & INSIGNIA'S MUST BE CLEARLY VISIBLE & COMPLETE. BOLT HOLES MAY NOT BE RELOCATED.

VALVES: MUST BE STOCK OR DIRECT REPLACEMENT. STAINLESS STEEL ALLOWED. OVERSIZE STEMS ALLOWED. NO PART OF THE VALVE STEM MAY BE SMALLER THAN STOCK, EXCEPT FOR THE KEEPER GROOVES. NO "PR FLO", TULIP, ULTRA LITE OR TITANIUM VALVES. VALVES MAY BE COATED OR PLATED (EX. TEFLON). HOLLOW VALVE STEMS ARE NOT ALLOWED. MINIMUM VALVE WEIGHTS ARE: INTAKE; 116 GRAMS, EXHAUST; 100 GRAMS.

VALVE SPRINGS: MAXIMUM OUTSIDE DIAMETER OF 1.55". MAXIMUM INSTALLED HEIGHT OF 1.90". NO TITANIUM OR ALUMINUM RETAINERS.

VALVE JOB: MULTI ANGLE VALVE JOBS ARE PERMITTED. 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 AND BOWL AREA MUST BE CENTERED OFF THE CENTERLINE OF THE VALVE GUIDE. ON THE BOWL SIDE OF THE INTAKE AND EXHAUST SEATS, THE MAXIMUM ANGLE OF CUTTING AND/OR GRINDING WILL BE 90 DEGREES. UPON COMPLETION OF THE VALVE JOB, THE BOWL AREA UNDER THE VALVE SEAT DOWN TO THE VALVE GUIDE MUST STILL BE THE SAME CONFIGURATION AS FAR AS SHAPE AND FINISH AS IT WAS FROM THE MANUFACTURER. SURFACE 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. NO WORK ALLOWED IN THE COMBUSTION CHAMBER, IT MUST REMAIN AS CAST FROM THE MANUFACTURER.

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 2101,7101, FORD 2181, 2665, 2750, 7181, CHRYSLER 7176. CHRYSLER MUST USE INTAKE PART# P5007381 CASTING# P4510018 WITH CYLINDER HEAD PART # P5007086 OR P5007141. A 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. CRATE MOTOR MUST USE MOROSO PART# 64930 SPACER.

CARBURETOR: THE HOLLEY R4412 IS THE ONLY CARBURETOR ALLOWED. THE CARBURETOR MUST BE “STOCK OUT OF THE BOX”. 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 THROTTLE PLATES. THROTTLE PLATE SCREWS MAY BE TRIMMED FLUSH WITH SHAFT. NO OTHER CHANGES ALLOWED. NO RESHAPING, POLISHING, GRINDING, MACHINING OR DRILLING ALLOWED. NO ADJUSTABLE (JETTED) AIR BLEEDS OR CIRCUITS. METERING BLOCKS MUST REMAIN UNALTERED. GASKET MUST REMAIN UNALTERED. NO “HP” PARTS ALLOWED.

CRATE MOTOR MUST USE HOLLEY 600 4 BBL CARBUERATOR, PART# 0-80540-1, MUST REMAIN AS PURCHASED THROUGH HOLLEY (INCLUDED IN ENGINE PACKAGE). THE ONLY ITEMS THAT ARE ALLOWED TO BE CHANGED ARE THE JETS, POWER VALVE AND ACCELORATOR PUMP CAM. ABSOLUTELY NO OTHER CHANGES OR MODIFICATIONS ALLOWED! A TRACK SUPPLIED STOCK HOLLEY CARBURETOR MUST MATCH YOUR CARBURETOR EXACTLY, INCLUDING FINISH.

AIRCLEANER/FILTER: ONLY A ROUND DRY PAPER MAXIMUM 4” AIR FILTER ELEMENT ALLOWED. AIR FILTER MAY NOT BE SPRAYED OR SOAKED WITH CHEMICALS. AIR CLEANER TOP AND BOTTOM MUST BE METAL. AIR BOX ALLOWED. ALL AIR CLEANERS ARE SUBJECT TO TRACK APPROVAL. ALL AIR ENTERING THE CARBURETOR MUST PASS THRU THE FILTER ELEMENT. AIR CLEANERS MUST REMAIN UNDER THE HOOD.

EXHAUST HEADERS: HEADERS MUST BE A COMMERCIALY MANUFACTURED HEADER USING A STEEL PRIMARY TUBE SIZE OF 1 5/8” OUTSIDE DIAMETER, MAXIMUM 30” LENGTH WITH A COLLECTOR TUBE SIZE OF 3” OUTSIDE DIAMETER. THE HEADER COLLECTOR PIPE CANNOT BE REDUCED AT ANY POINT BETWEEN THE PRIMARY TUBE AND THE EXHAUST PIPE. PRIMARY TUBES MUST EXIT DOWN AND TURN TO THE REAR INTO THE COLLECTOR PIPE. THOSE TUBES THAT DO NOT, MUST BE MOUNTED PARALLEL OR ANGLE DOWN, IN REFERENCE TO THE CYLINDER HEAD, THEN TURN DOWN AND TURN TO THE REAR INTO THE COLLECTOR PIPE. NO STAINLESS STEEL, STEPPED OR 180-DEGREE HEADERS ALLOWED. NO SPACERS BETWEEN THE CYLINDER HEAD AND THE HEADER. POSITIVELY NO INSERTS ALLOWED IN ANY PART OF THE HEADER OR THE COLLECTOR. NO MERGE OR PYRAMID COLLECTORS. NO COATINGS OF ANY TYPE IN THE HEADERS. 3” OF THERMAL WRAP MAY BE USED TO PROTECT THE SPARK PLUG WIRES. THERMAL WRAP IS NOT ALLOWED ANYWHERE ELSE ON THE HEADERS. CHEVROLET MUST USE ONE OF THE FOLLOWING HEADERS; DYNATECK # 01-21900, HEADMAN # 68600, SCHOENFELD # 185 OR 151EL. FORD MAY USE SCHOENFELD PART# 351 OR 551. FORD AND CHRYSLER MUST COMPLY WITH THE ABOVE RULE.

CRATE MOTOR MUST USE SCHOENFELD HEADERS PART# 152-EVCM.

MUFFLERS: MANDATORY! THE ONLY APPROVED MUFFLER IS THE LOBAK RCM 12” SPIRAL FLOW, PART# RCM251225 OR RCM301230. ONLY ONE (1) MUFFLER PER EXHAUST PIPES. 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. THE EXHAUST SYSTEM MUST EXTEND 6” BEYOND THE DRIVER’S SEAT AND MUST REMAIN UNDER THE CAR. 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.

CRATE MOTOR MUST USE SCHOENFELD MUFFLERS PART# 23535.

EXHAUST PIPES: MAXIMUM 3” INSIDE DIAMETER AND MINIMUM 2 ½” INSIDE DIAMETER. EXHAUST PIPES MUST FIT OVER THE COLLECTOR. PIPES MUST EXIT 6” BEHIND THE DRIVERS SEAT. BOTH PIPES MAY EXIT ON THE SAME SIDE, BUT MUST REMAIN UNDER THE CAR.

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 AFTER MARKET CAPACITIVE “MSD” TYPE SYSTEMS. THE FOLLOWING WILL NOT BE PERMITTED; ADJUSTABLE TIMING CONTROLS (NO EXTERNAL ADJUSTMENT KNOBS ON THE DISTRIBUTOR), 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.

CRATE MOTOR MUST USE MSD COIL PART #8222, MSD DISTRIBUTOR PART #8551 AND MSD BOX 6430.

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.

BATTERY: MUST BE MOUNTED INSIDE THE FRAME RAILS AND FORWARD OF THE REAR END. THE BATTERY CANNOT BE INSIDE THE DRIVERS COMPARTMENT. THE POSITIVE BATTERY CABLE MUST BE INSIDE THE FRAME RAILS.

ALTERNATOR: OEM TYPE MUST BE MOUNTED ON THE FRONT OF THE ENGINE.

POWER STEERING PUMP: MUST BE BELT DRIVEN ON FRONT OF ENGINE.

BELTS & PULLEYS: V-BELTS OR SERPENTINE ALLOWED. NO COG BELTS. ALUMINUM AFTERMARKET PULLEYS ALLOWED.

STARTER: STOCK OR AFTERMARKET ALLOWED. MUST MOUNT IN STOCK LOCATION.

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: STOCK OEM MECHANICAL TYPE ONLY. MUST BE BELT DRIVEN. ALUMINUM PUMPS ALLOWED. NO “RACEMATE” TYPE PUMPS.

FUEL PUMP: ONE MECHANICAL STOCK TYPE DIAPHRAM PUMP ONLY. MUST BE IN STOCK LOCATION.

*****FUEL:** SEE RULE 20J-15, 20J-16. ADDITIVES OF ANY TYPE OR CATALYSTS ARE NOT ALLOWED. NO COOLING OR ICING OF THE FUEL. FUEL MUST PASS A CHEMICAL **AND DIGITRON** TEST.

THE FOLLOWING FUELS ARE THE ONLY FUELS APPROVED FOR COMPETITION:

SUNOCO; **260GTX**, STARDARD, SUPREME – **SUNOCO 260GTX & SUPREME WILL BE AVAILABLE AT THE TRACK**

POWER MIST; TWS, T112

ROCKET BRAND; 111

TURBO BLUE; TURBO BLUE LEADED

VP; C12

CRATE MOTORS MUST USE AN APPROVED FUEL.

CRATE ENGINE OPTION: GM CRATE MOTOR PART# 88958604, FORD CRATE MOTOR PART# M-6007-D347SR.; ALL CRATE ENGINES MUST BE SERVICE THROUGH A TRACK AUTHORIZED SERVICE CENTER PRIOR TO COMPETING AT THE SPEEDWAY. ENGINES MAY BE PURCHASED DIRECTLY THROUGH GM. ALL ENGINES MUST BE BROUGHT TO AN AUTHORIZED SERVICE CENTER TO RECIEVE NECESSARY UPDATES, WHICH ALSO INCLUDES A COMPLETE PARTS PACKAGE & DYNO SHEETS.

PARTS PACKAGE INCLUDES; HOLLEY 600 CFM CARBURETOR, CARBURETOR PLATE, TIMING COVER & BOLT KIT, DAMPER, ROCKER STUDS, WASHERS, DISTRIBUTOR GEAR, OIL FILTER ADAPTOR, FUEL PUMP ROD, FUEL PUMP

PLATE, SPARK PLUG WIRES, FUEL PUMP, FUEL LINE CARBURETOR, FUEL LINE CARBURETOR TO FUEL PUMP, OIL PAN GASKET, OIL FILTER & OIL.

ENGINE WILL BE SEALED PRIOR TO PICK-UP.

AUTHORIZED SERVICE CENTERS:

**NAT'S RACING ENGINES, 702 WARREN AVE, SWANSEA, MA 02777, PHONE 508-336-4142
T/A ENGINES, 124 HILL TOP RD, PLANVILLE, CT 06062, 860-747-6713**

NAT CHIVIATONE & TONY ALTERI ARE AVAILABLE AT THE TRACK FOR ANY TECHNICAL ASSISTANCE THAT MAY BE NEEDED BY THE RACER.

SEALS MAY ONLY BE REMOVED BY A TRACK OFFICIAL OR SERVICE CENTER. RACERS ARE NOT ALLOWED TO REMOVE SEALS. ANY SEALS THAT HAVE BEEN REMOVED OR APPEAR TO HAVE BEEN TAMPERED WITH WILL DEEM THE ENGINE ILLEGAL & MUST BE OVERHAULED TO ORIGINAL SPECS AT THE RACERS EXPENSE. ANY RACER PARTICIPATING IN THE CRATE ENGINE OPTION PROGRAM UNDERSTANDS THAT THE ENGINE MUST BE RUN AS PURCHASED AND ONLY A AUTHORIZED SERVICE CENTER IS ALLOWED TO PERFORM ANY REPAIRS THAT MAY BE NEEDED. ABSOLUTLEY NO MODIFICATIONS OR CHANGES ALLOWED TO THE ENGINE OR CARBURETOR. NO EXCEPTIONS!

THOMPSON SPEEDWAY RESERVES THE RIGHT TO CONFISCATE ANY ENGINE FOR TESTING, SUPPLYING THE COMPETITOR WITH A MOTOR, IF AVAILABLE, UNTIL TESTING IS COMPLETE. ANY ENGINE FOUND TO BE ALTERED/TAMPERED WITH, WILL RESULT IN LOSS OF ENGINE & ALL EARNED POINTS.

DRIVETRAIN:

BELL HOUSING: COMMERCIALY MANUFACTURED ALL STEEL FULLY ENCLOSED BLOW SHIELD. A 2" HOLE IS MANDATORY FOR INSPECTION OF THE CLUTCH ASSEMBLY. A 1" HOLE IS REQUIRED ABOVE THE RING GEAR TO ASSIST IN CRANKSHAFT ROTATION DURING COMPRESSION TESTING.

CLUTCH & FLYWHEEL: OEM OR EXACT REPLACEMENT MAY BE USED PER THE FOLLOWING; MINIMUM SIZE CLUTCH AND PLATE IS 10". NO PADDLE OR BUTTON CLUTCH DISC. 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 3.0 LBS. HYDRAULIC CLUTCH LINKAGE IS ALLOWED.

CRATE MOTOR CLUTCH; 7 1/4" QUARTER MASTER CLUTCH PART #298103. GM FLEX PLATE PART #14088765 WEIGHT 4 LBS.

TRANSMISSION: STOCK OEM 3 OR 4 SPEED MANUAL TRANSMISSION ONLY. ALL GEARS MUST BE IN WORKING ORDER FROM INSIDE THE DRIVERS COMPARTMENT WITH MECHANICAL LINKAGE. ALL INTERNAL PARTS MUST BE STOCK. STOCK GEAR RATIOS ONLY. NO POLISHING, WELDING, MACHINING, DRILLING OR LIGHTENING OF ANY PARTS. HIGH GEAR MUST HAVE A 1:1 RATIO, AND NO OTHER GEAR MAY HAVE A RATIO CLOSER THAN 1.2:1. NO OVERDRIVE OR SPECIAL PRODUCTION TRANSMISSIONS ALLOWED. TAILSHAFT MAY USE ROLLER/NEEDLE BEARINGS. THERMAL COATINGS ARE NOT ALLOWED.

DRIVESHAFT: STEEL ONLY.

REAREND: FULL FLOATER OEM, QUICK CHANGE OR NON QUICK CHANGE ALLOWED. CENTER SECTION & BELL MAY BE STEEL, ALUMINUM OR MAGNESIUM. FORD 9" MUST USE STEEL CARRIER ASSEMBLY. MAGNETIC STEEL AXLE SHAFTS & TUBES. LOCKED DIFFERENTIALS ONLY. NO LIMITED SLIP, RATCHETING, OR TORQUE SENSING DIFFERENTIALS ALLOWED. SOLID TYPE, NON-TORQUE ABSORBING, NON-CAMBERED DRIVE FLANGES & PLATES. NO CAMBERED OR CROWNED AXLES.

GEAR RULE: MINIMUM 4.68 - MAXIMUM 5.14

CRATE MOTOR: MINIMUM 4.30:1 – MAXIMUM 4.50:1

ADJUSTING DEVICES:

THE ONLY 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 ECT. OF THE CAR WILL BE ALLOWED.

ADDITIONAL INFORMATION:

LATE MODELS MUST ALSO COMPLY WITH THOMPSON INTERNATIONAL SPEEDWAY GENERAL/SAFETY RULES. THOMPSON INTERNATIONAL SPEEDWAY RESERVES THE RIGHT TO CONFISCATE FROM THE FEATURE WINNER ANY/OR ALL OF THE FOLLOWING ITEMS; INTAKE MANIFOLD, IGNITION MODULE, DISTRIBUTOR, TACHOMETER, ECT **FOR THE PURPOSE OF TESTING. PARTS DEEMED ILLEGEAL WILL BE CONFISCATED. PARTS FOUND TO BE LEGAL, MAY BE RETURNED OR** THE COMPETTOR WILL RECEIVE EITHER NEW PARTS OR MONETARY COMPENSATION.

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.