

THOMPSON INTERNATIONAL SPEEDWAY

2013 & 2014 LATE MODEL PROPOSED RULES

NO CARBON FIBER OR TITANIUM ENGINE, POWERTRAIN, CHASSIS OR BODY PARTS ALLOWED.

BODY: (RECOMMENDED) "ABC" OVAL TRACK BODY PROGRAM WILL BE IN EFFECT. ALL MEASUREMENTS WILL BE FROM "ABC" PROGRAM. FRONT FENDERS MUST BE NARROW TYPE FOR 8" TIRES. BODIES MAY BE STEEL, ALUMINUM, FIBERGLAS OR PLASTIC WITH RUBBER FRONT & REAR BUMPER COVERS. ALL BODY PANELS MUST BE COMPLETE & UNALTERED. APPROVED BODIES ARE; CHEVROLET IMPALA SS & MONTE CARLO, PONTIAC GRAND PRIX, DODGE INTREPID, FORD FUSION & TAURUS. BODY/ENGINE MUST MATCH. NO PERFORMANCE OR DOWN FORCE BODIES ALLOWED. BODIES MUST BE CENTERED ON THE FRAME. HOOD MUST MEET WINDSHIELD WITH NO REAR OPENING. REAR BUMPER COVER/TAIL PANEL MUST REMAIN UNCUT. NO BUMPER TUBING ABOVE BUMPER COVERS. NO "BELLY PANS" OR ANY UNDER CAR AERODYNAMICS ALLOWED. ROCKER PANEL OR SIDE SKIRTS MAY NOT BE ROLLED UNDER.

STOCK OEM, OLDER & NON "ABC" BODIES ARE ALLOWED PROVIDED THERE IS NO PERFORMANCE ADVANTAGE. NO WIDE FRONT FENDERS REGARDLESS OF BODY MANUFACTURER. NOSE PANEL MAY BE NARROWED MAXIMUM OF 4" FOR NON ABC BODIES. VARIATIONS FROM "ABC" PROGRAM MAY CARRY A WEIGHT PENALTY.

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

REAR SPOILER: 5" HEIGHT BY 60" LENGTH. MUST BE MOUNTED (CENTERED) & 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". BRACES MAY BE USED TO SUPPORT SPOILER FROM BEHIND. NO BOXING, FORWARD MOUNTING BRACKETS OR VANES PERMITTED. SPOILER MUST BE CLEAR POLYCARBONATE MATERIAL. ONLY THE BOTTOM 1" OF THE SPOILER MAY BE STEEL OR ALUMINUM. NO DECALS ON THE SPOILER. MAXIMUM HEIGHT FROM GROUND TO TOP OF SPOILER IS 38" FOR NON-ABC BODIES.

GLASS: FULL WINDSHIELD AND BACK GLASS. QUARTER GLASS AND VENT WINDOWS ALLOWED, 1/8" MINIMUM CLEAR POLYCARBONATE MATERIAL ONLY. IF QUARTER/VENT GLASS IS NOT USED, WINDOW OPENING MUST REMAIN OPEN. WINDSHIELD MUST HAVE 2 INTERNAL BRACES 1" X 1/8" MATERIAL. REAR GLASS MUST BE HELD SECURELY IN PLACE WITH A MINIMUM OF 2 EXTERNAL STRAPS. REAR GLASS MUST ALSO BE BRACED INTERNALLY TO PREVENT ANY BOWING AT RACE SPEED. 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. CARRIAGE TYPE BOLTS ONLY & MUST MOUNT INWARD. POLYCARBONATE RUB RAILS ARE ALLOWED.

INTERIOR SHEETMETAL: MUST COMPLETELY ENCLOSE DRIVER FROM ENGINE COMPARTMENT, REAR FUEL CELL COMPARTMENT, TIRES & TRACK SURFACE. THE AREA DIRECTLY SURROUNDING THE DRIVER WHICH INCLUDES FRONT & REAR FIREWALLS, FOOT BOX, FLOOR & LEFT SIDE OF TUNNEL MUST BE A MINIMUM OF .031" STEEL. ALL OTHER PANELS MAY BE .040 ALUMINUM. MINIMUM 1/8" STEEL PLATE REQUIRED UNDER DRIVERS SEAT. 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. MAXIMUM TUNNEL HEIGHT OF 9".

FRAME/CHASSIS:

MUST BE A PERIMETER CHASSIS, MINIMUM 2" X 3" TUBING SYMMETRICAL FROM CENTERLINE OF FRAME, LEFT TO RIGHT. NO OFFSET OR STRAIGHT RAIL FRAMES ALLOWED. THE MAIN FRAME RAILS (CENTER SECTION) SHALL HAVE A MINIMUM OF;

10" PERIMETER TUBING - .120" WALL THICKNESS

12" PERIMETER TUBING - .095" WALL THICKNESS

16" PERIMETER TUBING - .083" WALL THICKNESS

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.

WHEELBASE: MINIMUM 104", MAXIMUM 108", MEASURED FROM THE CENTERLINE OF THE REAR AXLE TO THE CENTER OF THE LOWER BALL JOINT.

OEM SNOUTS: MUST BE GM, FORD OR CHRYSLER. SNOUT MUST REMAIN STOCK OEM. CROSSMEMBER MAY BE CUT FOR ENGINE CLEARANCE. CROSSMEMBER MAY NOT BE MOVED FROM ORIGINAL LOCATION. LOWER A-FRAMES MUST MOUNT IN STOCK LOCATIONS. BOTH A-FRAMES MUST BE OF EQUAL LENGTH. A MINIMUM DISTANCE OF 24" MUST BE MAINTAINED FROM THE LEADING EDGE OF THE CENTER SECTION TO THE CENTER OF LOWER BALL JOINT.

ROLL CAGE: (PER NASCAR DESIGN) ALL REQUIRED ROLL CAGE TUBING MUST BE 1 3/4" X .090" HREW OR DOM TUBING. ANY ADDITIONAL TUBING MAY BE MINIMUM 1 1/2" X .083" TUBING. THE FOLLOWING ARE ADDITIONAL REQUIREMENTS AND CLARIFICATIONS FOR THE INSTALLATION OF THE ROLL BARS. **ROLL CAGE MUST BE SYMMETRICAL IN ALL DIRECTIONS.** 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. **MINIMUM LENGTH OF DOOR BARS IS 42"**. 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.

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 LOSING 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:

GENERAL SUSPENSION: NO SUSPENSION TRAVEL LIMITING DEVICES ALLOWED. EXAMPLES ARE BUT NOT LIMITED TO; BUMP STOPS, COIL BINDING, SHOCK LOCATIONS, TRAVEL ADJUSTER, CHAINS, CABLES ETC.

A-FRAMES: ANY STOCK OR AFTERMARKET UPPER & LOWER CONTROL ARMS ALLOWED. LOWER CONTROL ARMS MUST BE THE SAME LENGTH LEFT TO RIGHT, MEASURED FROM CENTER OF MOUNTING POINT TO CENTER OF BALL JOINT. HEIM JOINTS ALLOWED.

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.

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: STEERING BOX OR RACK & PINION ALLOWED. HEIM JOINTS MAY BE USED AT THE INNER & OUTER TIE ROD ENDS. CENTER LINK MUST BE STEEL. STEERING SHAFT MUST BE MAGNETIC STEEL & MUST USE A MINIMUM OF 2 U-JOINTS. A QUICK RELEASE MUST BE USED ON THE STEERING WHEEL. CENTER OF STEERING WHEEL MUST BE PADDED. POWER STEERING MUST BE BELT DRIVEN OFF THE FRONT OF THE ENGINE.

SPRINGS: MAGNETIC STEEL ONLY. BIG SPRING FRONT MINIMUM 5" DIAMETER, REAR MINIMUM 4 ¾" DIAMETER. COIL-OVERS ALLOWED. COIL-OVER PARTS MUST BE THE SAME LEFT TO RIGHT & FRONT TO REAR. SPRING RUBBERS ALLOWED.

SHOCKS: ONE (1) STEEL SMOOTH BODIED SHOCK PER WHEEL. SHOCK MAY HAVE A SCHRADER VALVE & MAY BE REBOUND ADJUSTABLE. SHOCKS MAY NOT EXCEED RACERS NET PRICE OF \$175.00 PER SHOCK. SHOCK MAY NOT BE PAINTED OR ALTERED IN ANYWAY. PART NUMBER MUST BE CLEARLY VISIBLE OR SHOCK IS ILLEGAL. **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.

SWAYBAR: ONE SOLID STEEL SIDE TO SIDE ONLY. MUST MOUNT TO UNDERSIDE OF FRONT CLIP & BE ATTACHED TO LOWER CONTROL ARMS ONLY. NO REAR SWAYBARS.

REAR SUSPENSION: STEEL TRUCK ARM OR THREE POINT REAR MOUNTING ALLOWED. REAR LOWER TRAILING ARMS MAY USE RUBBER BUSHINGS AND/OR HEIM JOINTS. RUBBER SNUBBER/COMPRESSION BUSHING IS ALLOWED. SPRING ROD OR SHOCKS ARE NOT ALLOWED ON LOWER TRAILING ARMS. ONE (1) UPPER LINK WITH PIVOTS. UPPER LINK MAY HAVE ONE BUSHING. NO SPRING OR SHOCKS ALLOWED IN UPPER LINK.

PANHARD BAR: SOLID TUBULAR PANHARD BAR. ONE BAR WITH 2 ADJUSTABLE HEIM JOINTS.

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.

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 TNTT 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, 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. **FORD CRATE MOTORS THAT ARE SET BACK TO FRONT OF CYLINDER HEAD MUST ADD 10 LBS TO EACH FRAME RAIL-LOCATED FORWARD OF UPPER BALL JOINT.** ENGINE MUST BE LEVEL AS MEASURED FROM SIDE TO SIDE AND FRONT TO BACK WITHIN ½". MINIMUM CRANKSHAFT HEIGHT IS 11" MEASURED FROM THE CENTERLINE OF THE CRANKSHAFT TO THE GROUND.

CRANKSHAFT: **STEEL PRODUCTION DESIGN ONLY. AFTERMARKET CRANKSHAFTS ALLOWED, BUT MUST BE SIMILAR IN APPEARANCE AND CONSTRUCTION TO OEM CRANKSHAFT. MAXIMUM CRANKSHAFT STROKE IS CHEVROLET 3.500", FORD 3.515", CHRYSLER 3.500". MAIN JOURNALS MAY NOT BE DRILLED. COUNTER WEIGHTS CAN NOT BE KNIFE EDGED, POLISHED OR UNDERCUT. MINIMUM CRANKSHAFT WEIGHT IS 46 LBS.**

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: ONLY COMMERCIALY MANUFACTURED MILD STEEL HEADERS. STAINLESS STEEL HEADERS ARE NOT PERMITTED. 180 DEGREE, TRI-Y, MERGE & MULTI MERGE HEADERS ARE NOT PERMITTED. ALL FOUR TUBES FROM LEFT & RIGHT BANKS MUST ENTER SINGLE COLLECTOR FOR RESPECTIVE SIDE OF EXHAUST. HEADER FLANGE MUST BOLT DIRCTLY TO CYLINDER HEAD WITHOUT ANY SPACERS. MAXIMUM HEADER FLANGE THICKNESS IS ½". EXHAUST MUST EXTEND BEYOND THE DRIVERS SEAT, REMAIN UNDER CAR & HAVE A TURN DOWN TOWARDS THE TRACK SURFACE. 3 ½" MAXIMUM DIAMETER EXHAUST PIPES. 2 INTO 1 SYSTEMS ALLOWED. MUFFLERS ARE MANDATORY. MUFFLER MUST MEET 96 Db READINGS. OPEN TYPE MUFFLERS MUST HAVE A MINIMUM 12" MAIN BODY. 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. **HEAT COATINGS ARE PERMITTED.** 3" OF THERMAL WRAP MAY BE USED TO PROTECT THE SPARK PLUG WIRES. THERMAL WRAP IS NOT ALLOWED ANYWHERE ELSE ON THE HEADERS **OR EXHAUST.**

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. **THE FOLLOWING SYSTEMS ARE PERMITTED;**

HEI COIL IN THE CAP TYPE DISTRIBUTOR WITH A GM OEM TYPE IGNITION MODULE. **MSD MODULE PART #83645 IS PERMITTED.**

MSD DISTRIBUTOR, COIL & IGNITION BOX. DISTRIBUTOR PART NUMBERS PERMITTED ARE; 8551, 8534 & 8578. COIL PART #8222 & IGNITION BOX 6AL-6430. MSD IGNITION BOX MUST BE LOCATED ON RIGHT SIDE OF DASH OUT OF DRIVERS REACH. CONNECTOR ENDS MUST USE MSD WEATHER PACK PART # 8170; POSITION A-RED-12V IGNITION, POSITION B-BROWN OR GREEN-TACH, POSTION C-BLACK-NEGATIVE COIL, POSTION D-ORANGE-POSITIVE COIL, POSITION E-GREEN-NEGATIVE DISTRIBUTOR. THE POWER & GROUND WIRES MUST USE MSD WEATHER PACK PART # 8173; POSITION A-RED-12V BATTERY, POSITION B-BLACK-GROUND NEGATIVE BATTERY. WIRES MUST BE WRAPPED IN A LOOM & PASS THROUGH FIREWALL AT FIRST OPTION. ONLY 1 (ONE) MSD BOX **PERMITTED.** THE FOLLOWING WILL NOT BE PERMITTED; ADJUSTABLE TIMING CONTROLS SUCH AS EXTERNAL ADJUSTMENT KNOBS ON THE DISTRIBUTOR, IGNITION DELAY/TIMING RETARD DEVICES, ANY ACCESSORIES THAT REGULATE THE POWER SUPPLY.

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 **BELT DRIVEN BY REAREND OR** 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. **NO REVERSE MOUNT STARTERS.**

ENGINE COOLING SYSTEM: RADIATORS MUST REMAIN IN STOCK LOCATION. ALL CARS MUST BE EQUIPPED WITH A MINIMUM ONE (1) GALLON OVERFLOW CONTAINER. **OVER-FLOW HOSE MUST BE AT RIGHT REAR OF CAR.** 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. 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

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 ¼" 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:

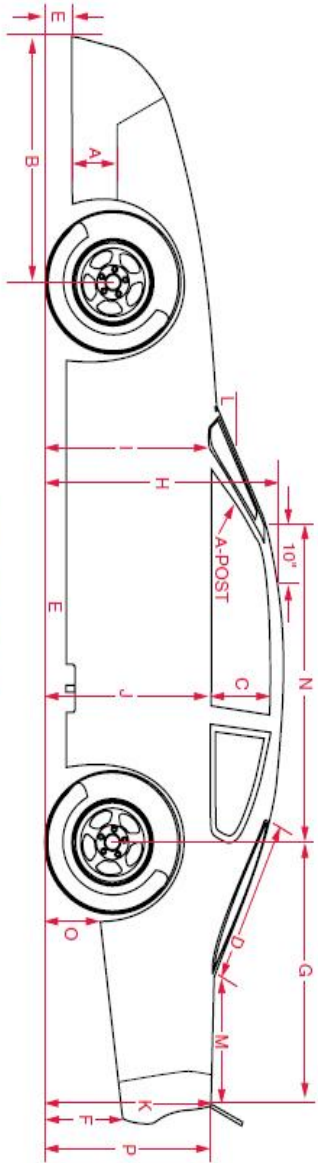
THE ONLY DEVICE IN THE DRIVERS COMPARTMENT WILL BE FOR BRAKE PROPORTIONING (FRONT TO REAR ONLY). NO OTHER DEVICES OF ANY KIND TO CONTROL OR ALTER THE HANDLING, WEIGHT PERCENTAGE, RIDE HEIGHT ECT. OF THE CAR WILL BE ALLOWED.

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.

ABC Body Dimension Sheet



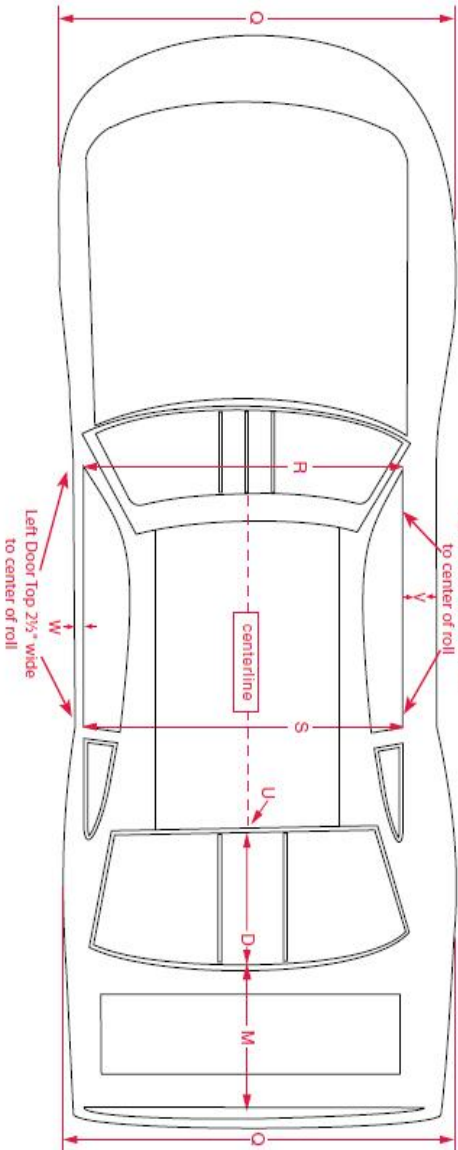
ABC BODY DIMENSIONS

A	NOSE FLAP HEIGHT: from bottom of nose to top of side flap***	13"
B	FRONT OVERHANG (MAX): on centerline	46"
C	SIDE WINDOW OPENING (MIN): at B-post	15"
D	REAR WINDOW LENGTH: on centerline** Five Star bodies	31 1/2" 31 1/8"
E	NOSE/SIDE PANEL CLEARANCE (MIN): from ground	4"
F	BUMPER COVER HEIGHT (MAX): from ground	15"
G	REAR OVERHANG (MAX): from base of spoiler at centerline to axle centerline	47"
H	REAR HEIGHT (MIN): 10" back from windshield, on centerline	47**
I	FENDER HEIGHT: at rear	32 1/2**
J	DOOR HEIGHT (MIN): at rear	33**
K	QUARTER PANEL HEIGHT: at bumper cover/deck lid intersection (+/- 1/4")	34 1/2**
L	WINDSHIELD ANGLE: at center/at roof windshield post	26/30°
M	REAR DECK LENGTH (MAX): at center, from base of spoiler to rear window** Five Star bodies	23 1/4" 23 3/8"
N	FRONT OF ROOF TO CENTER OF REAR AXLE	57 1/2"
O	QUARTER PANEL HEIGHT: at back of wheel well opening	13"
P	BUMPER COVER HEIGHT: at base of spoiler, on centerline	34 7/8**
Q	BODY WIDTH (MAX): at wheel wells	79 1/2"
R	DOOR TO DOOR WIDTH (measured through car): at A-posts and inside edges of doors	68"
S	DOOR TO DOOR WIDTH (measured through car): at B-posts and inside edges of doors	67"
U	ROOF HEIGHT, REAR: at centerline	45 1/2"
V	RIGHT DOOR TOP: to center of roll	3 1/2"
W	LEFT DOOR TOP: to center of roll	2 1/2"

** If Dimensions H, J, K or P are higher than the stated dimensions, all five must increase by the same amount.

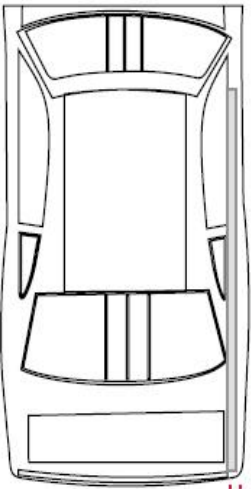
*** Must fit centerline template within allowable tolerance.

**** 13 inches is the height of the nose flap only. This dimension is not measured from the ground.



Bumper Cover Location

See photo BC-1 on page 16 for full text.



1/2 INCH
Maximum allowable distance that the right edge of spoiler can extend beyond the inner edge of the straight edge will be 1/2".

Official ABC-approved Label Locations

