



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

CHANGES FOR 2012 ARE INDICATED IN RED.

LIMITED SPORTSMAN DRIVER'S ELIGIBILITY POLICY:

THIS DIVISION IS CONSIDERED AS AN ENTRY LEVEL – AMATEUR DIVISION. DRIVERS THAT HAVE COMPETED FOR A FULL SEASON PRIOR IN THE THOMPSON MODIFIEDS, LATE MODELS, SUPER LATE MODELS AND SUNOCO MODIFIEDS ARE NOT ELIGIBLE TO COMPETE IN THE LIMITED SPORTSMAN DIVISION. 15 YEAR OLD DRIVERS ARE ELIGIBLE TO COMPETE IN THIS DIVISION – NASCAR MINOR RELEASE FORMS AND INSURANCE FORMS ARE REQUIRED.

BODY:

GENERAL: MINIMUM 108" REAR WHEEL DRIVE CARS. NO CONVERTIBLES, STATION WAGONS OR MUSTANGS. FORD & CHRYLER; 1968 - 1978 CARS WITH A 108" OR LONGER WHEELBASE, BUT MAY BE SHORTENED TO 108" WHEELBASE BY CUTTING THE CENTER SECTION OF THE FRAME RAILS EQUALLY ON BOTH SIDES. GENERAL MOTORS; MUST USE A 1978 OR NEWER METRIC G BODY AND FRAME. ALL PARTS IN A STREET STOCK MUST BE FROM 1968-1987 TO BE ELIGIBLE FOR USE, UNLESS OTHERWISE NOTED IN THESE RULES. BODY MUST BE STOCK FOR FRAME BEING USED. STOCK OEM STEEL OR APPROVED AFTERMARKET (PANELS) BODIES (FIBERGLASS HOOD ALLOWED), CENTERED ON THE CHASSIS IN ORIGINAL POSITION. ALL BODY PARTS MUST RETAIN ALL FACTORY LISTED DIMENSIONS, LINES AND ANGLES. STOCK OEM ROOF (STOCK WINDSHIELD LIP MUST REMAIN). WINDSHIELD MUST FIT IN STOCK OEM POSITION. HOOD MAY BE FIBERGLASS, MUST LAY FLAT AT STOCK ANGLE WITH NO REAR OPENING. HOOD MUST BE SECURED IN THE FRONT WITH 3 HOOD PINS. THE ONLY APPROVED AFTERMARKET STEEL BODY PANELS (FENDERS, DOORS & QUARTER PANELS) ARE FOR THE CHEVROLET MALIBU, MONTE CARLO & BUICK REGAL AT THIS TIME. MUST BE STEEL STOCK APPEARING TYPE PANELS, AVAILABLE THROUGH FIVE-STAR OR RAYLINE. NO LOWERING, CHOPPING, OR CHANNELING OF ANY BODY PARTS. APPROVED FRONT AND REAR AFTERMARKET BUMPER COVERS ALLOWED. NO HOLES IN REAR BUMPER COVER OR REAR BODY PANEL.

AFTERMARKET STOCK APPEARING GM ROOF IS AVAILABLE THROUGH NORTHEAST RACE CARS & PARTS. ROOF PANEL WILL CARRY A SERIAL# FOR USE IN THE LIMITED SPORTSMAN DIVISION.

BUMPERS: ALL BUMPERS MUST BE STANDARD FOR THE MAKE AND MODEL CAR. BUMPERS MUST BE WELDED TO THE FRAME SUPPORT TO PREVENT THEM FROM FALLING OFF. BUMPER ENDS MUST BE CAPPED TO THE FENDERS OR QUARTERS TO PREVENT HOOKING. TUBULAR BUMPERS WILL BE ALLOWED WITH THE USE OF AN AFTERMARKET (RUBBER) FRONT & REAR BUMPER COVERS. THE BUMPER SUPPORTS MUST BE INSIDE THE COVER AND MAY NOT EXTEND PAST THE FLAT SURFACE OF THE TIRE. BUMPER HEIGHT MEASURED FROM CENTER OF BUMPER OR TUBING IS 18" TO GROUND. ONLY APPROVED BUMPER COVERS ARE THE EARLY STYLE CHEVROLET MONTE CARLO, OLDSMOBILE CUTLASS, BUICK REGAL AND PONTIAC GRAND PRIX. FORD MAY USE THE 1988 THUNDERBIRD. CHRYSLER PRODUCTS MAY USE THE AVENGER .

MINIMUM FRONT FENDER HEIGHT: 29" MEASURED FROM TOP FRONT INSIDE EDGE OF FENDER TO GROUND.

MINIMUM ROOF HEIGHT: 50" MEASURED 10" BACK FROM THE WINDSHIELD. 50" MEASURED 6" FROM THE TOP OF THE REAR WINDOW.

MINIMUM WINDSHIELD ANGLE: 30 DEGREES, MEASURED ANYWHERE IN THE CENTER OF THE WINDSHIELD.

MAXIMUM VENT WINDOW: 7" MEASURED FROM THE BASE OF THE A PILLAR. VENT WINDOW MAY NOT BE TAPERED BACK, MUST GO STRAIGHT UP TO PILLAR.

MINIMUM REAR OVERHANG: 40" MEASURED FROM THE CENTER OF THE REAR AXLE TO THE END OF THE REAR BUMPER.

GLASS: FULL WINDSHIELD. QUARTER WINDOWS ALLOWED, CLEAR POLYCARBONATE MATERIAL ONLY. IF QUARTER GLASS IS NOT USED, WINDOW OPENING MUST REMAIN OPEN.

BODY SPOILERS: 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: DRIVER MUST BE SEPARATED FROM THE ENGINE AND THE TRUNK AREA. FIREWALLS MUST BE WELDED. THE FRONT FIREWALL MUST BE IN STOCK LOCATION. NO FOOT BOXES. THE REAR FIREWALL MUST REMAIN AT STOCK ANGLE BETWEEN WHEEL WELLS. A FULL STOCK APPEARING FLOOR PAN MUST 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). ALL INTERIOR SHEETMETAL MUST BE MINIMUM .031. " STEEL

FRAME/CHASSIS:

MUST BE STOCK OEM. NO REPOSITIONING, ELONGATING, OR OVERSIZING OF ANY MOUNTING HOLES IN THE FRAME. 2" X 3" X .083" MAGNETIC STEEL TUBING MAY BE USED TO REPLACE THE FRAME RAILS FROM THE REAR SPRING POCKET, TO THE REAR BUMPER. TUBING MUST FOLLOW STOCK DIMENSIONS OF THE FRAME BEING USED. TUBING MUST MAINTAIN A MINIMUM GROUND CLEARANCE OF 11". UNIBODY CARS MUST CONNECT SUB FRAMES WITH MINIMUM 2" X 3" X .120" MAGNETIC STEEL TUBING. THE CENTER SECTION OF THE FRAME MAY BE "X".

THE JOHNSON CHASSIS "X-Y-G METRIC" CHASSIS & FRONT CLIP ALLOWED. THE CHASSIS & FRONT CLIP MUST REMAIN AS MANUFACTURED & MUST RETAIN ALL FACTORY OEM SPECS INCLUDING, BUT NOT LIMITED TO OEM UPPER & LOWER A-FRAME MOUNTING LOCATIONS, SHOCK, REAR TRAILING ARMS, STEERING COMPONENT & ENGINE MOUNT LOCATIONS.

WHEELBASE: 108" +/- 1/2"

ROLLCAGE: THE FOLLOWING ARE ADDITIONAL REQUIREMENTS AND CLARIFICATIONS FOR THE INSTALLATION OF THE ROLL BARS. NO PLATING OF THE FRAME. THE MINIMUM DISTANCE FROM THE TOP OF THE ROLL CAGE TO THE TOP OF THE FRAME RAILS MUST BE 38". THE MINIMUM DISTANCE FROM THE TOP OF THE FRAME TO THE DASH BAR, TOP DOOR BARS, AND THE CROSS-BAR BEHIND THE DRIVERS SEAT WILL BE 21". THE FRONT OF THE FRONT LEGS (REFERED TO AS BAR #2A & #2B) CAN NOT BE FURTHER BACK THAN 38" FROM THE CENTERLINE OF THE FRONT LOWER BALL JOINTS. NO PART OF THE MAIN ROLL BAR (REFERED TO AS #1) MAY BE MORE THAN 83 1/2" REARWARD FROM THE CENTERLINE OF THE FRONT LOWER BALL JOINTS. THE MAIN ROLL BAR 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 ROOF BAR (REFERED TO AS #3) MUST BE WITHIN 4" OF THE SIDE WINDOW AND/OR DOOR OPENINGS ON BOTH SIDES, AS WELL AS THE FRONT WINDSHIELD. **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: MINIMUM 10".

BALLAST WEIGHT: MUST BE MOUNTED BETWEEN THE INSIDE EDGES OF THE FRAME RAILS AND CAN NOT BE LOWER THAN THE BOTTOM EDGE OF THE FRAME AT MOUNTING POINT. 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 (S-CAR#). ANY CAR LOOSING BALLAST WEIGHT OR FOUND WITH UNMARKED WEIGHT IS SUBJECT TO A FINE.

GROUND CLEARENCE: 5".

CAR WEIGHT: MINIMUM 3000 LBS.. MAXIMUM LEFT SIDE PERCENTAGE 55.0%.

SUSPENSION:

A-FRAMES: UPPER & LOWER MUST REMAIN STOCK OEM & UNALTERED. . A-FRAMES MAY NOT BE CHANGED FROM SIDE TO SIDE. LOWER BALL JOINTS MAY BE REPLACED WITH "PRESSED IN" STOCK TYPE EXTENDED LOWER BALL JOINTS IN STOCK POSITION. NO "SCREW IN" OR "MONO" BALL JOINTS ALLOWED. UPPER BALL JOINTS MUST BE STOCK OEM. NO OFFSET UPPER CONTROL ARM SHAFTS. UPPER A-FRAME BOLTS MAY BE REPLACED FOR ADDED CAMBER. UPPER & LOWER A-FRAME BUSHINGS MAY BE REPLACED WITH POLYURETHANE BUSHINGS, BUT HOLE LOCATION MAY NOT BE ALTERED. JOHNSON CHASSIS STOCK OEM LOWER A-FRAMES, PART# JCI-09-02-01RC-SP IS ALLOWED.

TUBULAR UPPER CONTROL ARMS: STEEL TUBULAR G-METRIC EXACT FIT REPLACEMENT CONTROL ARMS WITH STEEL CROSS SHAFT ALLOW. CONTROL ARM MUST FIT STOCK 6 7/8" PERCH & ACCEPT OEM BOLT ON BALL JOINT. LEFT ARM IS 8 1/2" & RIGHT ARM IS 8". NO OFFSET CONTROL ARMS! ACCEPTABLE EXAMPLE PART # (UB MACHINE) UBM 14-0829-6L & 14-0809-5R. MUST MATCH OUR CONTROL ARM.

SWAY BAR: FRONT MUST BE STOCK OEM OR OEM STOCK REPLACEMENT. LINK PINS MAY BE REPLACED WITH THREADED ROD. NO REAR SWAY BAR ALLOWED.

SPINDLE/HUB: SPINDLE MAY BE CHANGED TO HEAVY DUTY OEM UNITS. THEY MUST BE BOLT ON UNITS AND NOT BE ALTERED IN ANY WAY. THE ONLY MODIFICATION ALLOWED TO THE SPINDLE WILL BE FOR LOWER BALL JOINT INSTALLATION, LOWER BALL JOINT HOLE MAY BE REAMED OR TAPPERED TO FIT THE LOWER BALL JOINT PIN. TREAD WIDTH MUST REMAIN STOCK. TRACK SUPPLIED SPINDLES MUST FIT YOUR CAR. NO ALUMINUM SPINDLES. HUB/ROTOR MUST BE STOCK OEM. **COLEMAN SAFETY HUB WILL BE ALLOWED ON BOTH SIDES.**

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: STOCK OEM HYDRAULIC SYSTEMS. ALL 4 BRAKES MUST BE IN WORKING ORDER. DISC BRAKES ALLOWED IN FRONT ONLY. NO ALUMINUM BRAKE DRUMS. NO DRILLING OR LIGHTENING OF ANY BRAKE PARTS INCLUDING BACKING PLATES, SHOES AND PADS. AFTERMARKET MASTER CYLINDERS/ PEDALS ARE ALLOWED. ADJUSTABLE PROPORTIONING VALVES ALLOWED (FRONT TO REAR ADJUSTMENT ONLY). GM MAY USE A AFTERMARKET CALIPER PRODUCED BY HOWE, PART # HOW337 OR HOW33658 WITH HOWE LOGO.

BRAKE LINES: STEEL ONLY.

STEERING: STOCK OEM STEERING LINKAGE AND STEERING BOX (EXCLUDING TURNING RATIO) FOR CHASSIS BEING USED. STEERING SHAFT MAY BE REMOVED FROM COLUMN AND SECURELY REINSTALLED WITH HEIM JOINTS.

BUMP STEER ADJUSTMENT; IDLER ARM ONLY MAY BE SLOTTED. STEERING BOX CHASSIS BOLT HOLES-THE MOST FORWARD BOLT HOLE MUST REMAIN UNALTERED. THE 2 REARWARD BOLT HOLES MAY BE SLOTTED.

COIL SPRINGS: FRONT AND REAR STEEL RACING SPRINGS ALLOWED. MINIMUM 5" DIAMETER. FRONT SPRINGS MAY USE SPRING SPACERS AND ADJUSTING CUPS. SPRING POCKET MUST REMAIN STOCK OEM. REAR JACKING BOLTS ALLOWED. THE ONLY SPRING POCKET MODIFICATION ALLOWED IS FOR THE INSTALLATION OF JACKING BOLT.

LEAF SPRINGS: STEEL LEAF SPRINGS ONLY. LEAFS MAY BE ADDED ON BOTH SIDES. ALL LEAFS MUST BE THE SAME WIDTH. STOCK APPEARING ADJUSTABLE SHACKLES AND LOWERING BLOCKS ALLOWED. NO OTHER MODIFICATIONS ALLOWED.

SHOCKS: FRONT AND REAR SHOCKS MUST BE A MATCHED PAIR, LEFT TO RIGHT. SHOCKS MUST REMAIN IN STOCK LOCATION. REAR SHOCKS MAY BE PLACED ON TOP OF FRAME IN ORIGINAL POSITION (MUST USE ORIGINAL MOUNTING HOLES) WITH A 1.5" MAXIMUM SPACER. LISTED BELOW ARE THE ONLY APPROVED SHOCKS FOR GM CARS.

<u>BRAND</u>	<u>FRONT</u>	<u>REAR</u>
KYB	KG4513	KG5548
NAPA MONROE	5840	5802
MONROE SSF SERIES	N/A	12475-6-7-8
MONROE SENSATRAC	5840	5802
DOETSCH	0101	0102
PRO SHOCK	SS-100	SS-201
	SS-100A	SS-201A

FOR NON GM CARS, YOU MUST USE THE SAME SERIES SHOCKS FROM THE ABOVE LIST. ANY GM SHOCKS NOT LISTED HERE MUST BE APPROVED IN WRITING TO BE ALLOWED IN COMPETITION.

TRAILING ARMS: MUST BE STOCK FOR THE YEAR, MAKE AND MODEL. LOWER TRAILING ARMS MUST BE STOCK OEM AND UNALTERED. UPPER TRAILING ARMS MUST BE WITHIN 1" OF STOCK LENGTH. MOUNTING HOLES AND LOCATIONS MUST REMAIN STOCK OEM. GM METRIC CARS MAY USE JOHNSON CHASSIS UPPER & LOWER TRAILING ARMS, PART# JCI-09-03-04 & JCI-09-03-03B.

WHEELS: ALL 4 WHEELS MUST BE HEAVY DUTY AFTERMARKET STEEL WHEELS. A WHITE SPOKE WAGON WHEEL, OR THE EQUIVALENT IS RECOMMENDED. ALL WHEELS MUST BE 15" X 7". MINIMUM WHEEL WEIGHT IS 20 LBS.. 1" LUG NUTS ARE MANDATORY. 1/2" STUDS HIGHLY RECOMMENDED.

WHEEL OFFSET: WILL BE MEASURED AS FOLLOWS; THE INSIDE SURFACE OF THE WHEEL FLANGE (MOUNTING SURFACE) MUST BE IN THE CENTER OF THE WHEEL AS DETERMINED BY MEASURING FROM THE OUTSIDE BEAD SEAT TO OUTSIDE BEAD SEAT. A TOLERANCE OF +/- 1/4" WILL BE ALLOWED.

WHEEL SPACERS: 1/4" SPACER MAY BE USED ON THE LEFT REAR ONLY. 1/2" SPACER MAY BE USED ON THE RIGHT REAR ONLY. IF A WHEEL SPACER IS USED, THEN A HEAVY DUTY AXLE AND 1/2" STUDS MUST BE USED.

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

TIRES: TRACK TIRE RULE WILL BE IN EFFECT-ALSO SEE GENERAL RULES. AMERICAN RACER ROADSTAR SIZES 225/70 X 15 OR 235/70 X 15. LEFT SIDE TIRE IS 705 COMPOUND. RIGHT SIDE TIRE IS 706 COMPOUND. 706 COMPOUND MAY BE USED ON LEFT SIDE. 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.

ENGINE:

GENERAL REQUIREMENTS: ONLY STOCK ENGINES FOR THE MAKE AND MODEL BEING USED. MUST BE STOCK OEM V8 PRODUCTION CAST IRON BLOCK AND HEADS. THE ONLY APPROVED ENGINES ARE;CHEVROLET- 350, FORD-351W, 351C, CHRYSLER-340 & 360.

THE ENGINE BLOCK MUST RETAIN ALL OEM SPECS WITH THE EXCEPTION OF THE CYLINDER OVERBORE AND SURFACING OF THE BLOCK DECK. ANGLE CUTTING OF THE BLOCK DECK WILL NOT BE PERMITTED.

ORIGINAL BORE AND STROKE MUST BE MAINTAINED. CYLINDERS MAY BE BORED A MAXIMUM OF .040" FROM STANDARD SIZE. AFTERMARKET OEM TYPE MAGNETIC STEEL MAIN BEARING CAPS ALLOWED. MUST BE STOCK APPEARING. NO SPLADE CAPS ALLOWED. STOCK OEM TYPE ENGINE BEARINGS ONLY. NO ROLLER CAM BEARINGS. THE FOLLOWING WILL NOT BE ALLOWED; STROKING, PORTING, POLISHING, DEFLASHING, DEBURING, GLASS BEADING, ABRASSIVE CLEANING, CHEMICAL (ACID) MILLING, OR DIPPING, BLUE PRINTING ETC, ON OR IN ANY ENGINE PARTS. NO COATING, PLATING, PAINTING, OR EPOXYING OF INTERNAL ENGINE PARTS. ONLY NORMAL OEM TYPE ENGINE BALANCING IS ALLOWED.

COMPRESSION: MAXIMUM COMPRESSION IS 9.5:1. FORD MAXIMUM COMPRESSION IS 10.0:1. COMPRESSION IS 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.

ENGINE LOCATION: MUST BE IN STOCK LOCATION, CENTERED IN THE CHASSIS. STEEL REPLACEMENT MOTOR MOUNTS ALLOWED. MINIMUM CRANKSHAFT HEIGHT 13 ½” MEASURED FROM THE CENTERLINE OF THE CRANKSHAFT TO GROUND.

CRANKSHAFT: ONLY STOCK PRODUCTION OEM CRANKSHAFTS ALLOWED. CHEVROLET MUST USE LARGE JOURNAL CRANK. REGRINDING OF THE ROD & MAIN JOURNALS TO A MAXIMUM OF .030” UNDER STANDARD SIZE ALLOWED. THE MAXIMUM ALLOWABLE STROKE TOLERANCE IS +/- .015”. MAXIMUM STROKE ON A CHEVROLET WILL BE 3.495”. 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 & FORD MINIMUM CRANKSHAFT WEIGHT IS 54 LBS. **CHEVROLET MAY USE SCAT CRANKSHAFT PART# 9-10442 (2 PIECE SEAL) & 9-10526 (1 PIECE SEAL).**

HARMONIC BALANCER: STOCK OEM OR EXACT REPLACEMENT ONLY.

PISTONS & RODS: ANY 3-RING ALUMINUM PISTON ALLOWED. ALL 3 RINGS MUST BE OF MAGNETIC STEEL. NO PART OF THE PISTON MAY PROTRUDE ABOVE THE TOP OF THE BLOCK. ANY STEEL PISTON RINGS ALLOWED. STOCK OEM OR “SPORTSMAN” TYPE SOLID STEEL CONNECTING RODS MUST BE USED. NO MODIFICATIONS ALLOWED. AFTERMARKET ROD BOLTS ARE ALLOWED. STOCK ROD LENGTH ONLY! 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.

OIL PANS: AFTERMARKET ALLOWED, BUT MUST BE STEEL AND KEEP STOCK APPEARANCE. APPROVED AFTERMARKET PANS FOR CHEVROLET ARE MOROSO PART # 21804, 21807, 21808 OR CANTON PART # 11-200, 11-200M, 11-200T. A STOCK OIL PAN MAY BE MODIFIED TO MOROSO OR CANTON SPECIFICATIONS. BAFFLES MAY BE INSTALLED IN OIL PAN ONLY.

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

CYLINDER HEADS: STOCK OEM CAST IRON HEADS ONLY. **CHEVROLET MAY USE THE FOLLOWING AFTERMARKET HEADS; “WORLD PRODUCT S/R” (STOCK REPLACEMENT) SERIES HEADS, BARE CASTING PART# 043600B AND PART# 043610B, DART HEADS PART# 10024361-165CC RUNNER 67CC CHAMBER & PART# 10024360-165CC RUNNER 76CC CHAMBER.** FORD CLEVELAND MUST USE 2 BBL HEADS ONLY. 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. HEAD STUDS ARE NOT ALLOWED. ALL CHEVROLET HEADS MUST BE FACTORY LISTED FOR 70 CC’S OR GREATER. HEADS MAY NOT BE ANGLED MILLED. ALL CAST LINES & INSIGNIA’S MUST BE CLEARLY VISIBLE & COMPLETE. LISTED BELOW ARE THE MAXIMUM VALVE SIZE ALLOWED

	<u>MAX INTAKE</u>	<u>MAX EXHAUST</u>
CHEVROLET	1.94”	1.50”
FORD WINDSOR	1.94”	1.60”
FORD CLEVELAND	2.09”	1.71”
CHRYSLER 340	2.02”	1.60”
CHRYSLER 360	1.88”	1.60”

VALVES: MUST BE STOCK OR DIRECT REPLACEMENT. STAINLESS STEEL ALLOWED. NO “PRO FLO”, TULIP, ULTRA LITE OR TITANIUM VALVES ALLOWED. **ANY VALVE STEM WITH AN UNDERCUT OF .015” OR MORE WILL NOT BE ALLOWED.**

VALVE SPRINGS: MAXIMUM OUTSIDE DIAMETER OF 1.55”. DOUBLE SPRINGS ALLOWED. STEEL RETAINERS ONLY.

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.

CAMSHAFT: HYDRAULIC CAMS ONLY. NO ROLLER CAMS OR LIFTERS ALLOWED. THE MAXIMUM VALVE LIFT WILL BE AS FOLLOWS:

	<u>INTAKE</u>	<u>EXHAUST</u>
CHEVROLET	.390	.410
FORD WINDSOR	.427	.465
FORD CLEVELAND	.461	.463
CHRYSLER	.429	.444

CAMSHAFT LIFT MAY BE MEASURED AT THE VALVE ROCKER ARM, OR DIRECTLY ON THE CAMSHAFT. CAM LIFT MAY NOT EXCEED GROSS VALVE LIFT DIVIDED BY OEM LISTED ROCKER ARM RATIO. TOLERANCE FOR CAMSHAFTS WILL BE + .005” .

TIMING CHAIN: ANY TIMING CHAIN AND GEARS ALLOWED. GEAR DRIVE OR BELT DRIVE TYPES NOT ALLOWED. DEGREE BUTTONS AND OFFSET CRANK KEYS OK.

LIFTERS: STOCK DIAMETER LIFTERS ONLY. NO RHODES OR OTHER VARIABLE DURATION LIFTERS. HYDRAULIC LIFTERS MUST BE OPERATIVE AND PASS A LEAK DOWN TEST. A MAXIMUM OF 2 LIFTER BORE SLEEVES (BUSHINGS) WILL BE ALLOWED FOR BLOCK REPAIR.

ROCKER ARMS: STOCK ROCKERS OR AFTERMARKET ROLLER ROCKERS ALLOWED. MUST MAINTAIN STOCK RATIO. GUIDE PLATES ALLOWED. GM MUST USE 1.50 ROCKERS.

INTAKE MANIFOLD: EDELBROCK PERFORMER 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 DESIGN INTAKES WITH CURRENT PART NUMBERS ARE NOT ALLOWED. APPROVED PART NUMBERS ARE: CHEVROLET 2101, FORD 2181,2665,2750, CHRYSLER 7176. A TRACK SUPPLIED INTAKE MUST FIT YOUR ENGINE INCLUDING GASKETS.

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# 64940 SPACER.

CARBURETOR: THE HOLLEY R4412 IS THE ONLY CARBURETOR ALLOWED. THE CARBURETOR MUST BE “STOCK OUT OF THE BOX”. ALL CARBURETORS MUST PASS TRACK 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 SHAFT. NO OTHER CHANGES ARE ALLOWED. NO RESHAPING, POLISHING, GRINDING, UNDERCUTTING OR DRILLING ALLOWED. NO ADJUSTABLE (JETTED) AIR BLEEDS OR CIRCUITS. GASKETS MUST REMAIN UNALTERED. NO “HP” PARTS ALLOWED. FORDS MAY USE KEITH DORTON SERIES # 0-80583-1 CARBURETOR. MUST REMAIN “STOCK OUT OF THE BOX”. CRATE MOTOR MUST CONFORM WITH 2 BBL CARB RULE.

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 OF A ROUND SOLID METAL BETWEEN 12” & 14” , MATCHING SIZE OF AIR FILTER BEING USED. CENTER HOLE IN AIR CLEANER BASE MAY NOT HAVE A LIP OF MORE THAN 1’ AS PRODUCED BY THE MANUFACTURER. ALL AIR CLEANERS ARE SUBJECT TO TRACK APPROVAL. NO DUCTS, BAFFLES, OR ANYTHING THAT MAY CONTROL AIRFLOW ALLOWED ON OR IN THE AIR CLEANER ASSEMBLY. ALL AIR ENTERING THE CARB MUST PASS THRU THE FILTER ELEMENT. NO AIR BOXES. A SHIELD MAY BE USED ON THE FRONT OUTER HALF OF THE ELEMENT IF PLACED DIRECTLY ON THE ELEMENT. AIR CLEANERS MUST REMAIN UNDER THE HOOD.

EXHAUST MANIFOLDS: STOCK OEM CAST IRON EXHAUST MANIFOLDS ONLY. CHEVROLET MUST USE “LOG TYPE” MANIFOLDS. NO CHEVY II, TRUCK TYPE, T/A, RAM HORN, OR IROC TYPE MANIFOLDS. NO DOWN DRAFT TYPE MANIFOLDS. MAXIMUM EXHAUST MANIFOLD OUTLET DIAMETER FOR CHEVY IS 1/7/8”. CHEVY MUST USE OVER THE TOP OF THE SPARK PLUG TYPE MANIFOLD ON THE RIGHT SIDE OF THE CAR (PASSENGER SIDE). MAXIMUM EXHAUST PIPE DIAMETER IS 2 ½”. EXHAUST PIPES MUST EXIT 6” BEHIND THE DRIVERS SEAT AND UNDER THE CAR. BOTH PIPES MAY MAY BE LOCATED ON THE SAME SIDE OF CAR. NO CROSSOVER OR H PIPES ALLOWED. PIPES MUST MAINTAIN AT LEAST 1” (ONE INCH) SEPARATION.

CRATE MOTOR MAY MATCH EXHAUST MANIFOLD PORT TO CYLINDER HEAD. MAXIMUM DEPTH INTO THE TOP OF EXHAUST MANIFOLD IS 1 ½”, MAXIMUM DEPTH INTO THE BOTTOM OF THE EXHAUST MANIFOLD IS ½”, NO BLENDING BEYOND THESE POINTS. REMAINDER OF MANIFOLD MUST REMAIN UNALTERED.

MUFFLERS: MANDATORY! THE ONLY APPROVED MUFFLER IS THE LOBAK RCM 12” SPIRAL FLOW, PART# RCM251225. 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. 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 CONFORM WITH “LOBAK” MUFFLER RULE.

IGNITION: ONLY STOCK OEM HEI DISTRIBUTORS ALLOWED, USING FACTORY PRODUCTION FIRING ORDER ONLY. GM & CHRYSLER MUST USE 1-8-4-3-6-5-7-2 & FORDS MUST USE 1-3-7-2-6-5-4-8. THE ONLY AFTERMARKET DISTRIBUTORS ALLOWED ARE MOROSO PART # 72231 & PERFORMANCE DISTRIBUTOR PART # 127212. STOCK COILS ONLY. GM MUST HAVE THE COIL IN THE CAP. NO MSD OR SUPER COIL-TYPE COILS. THE ONLY AFTERMARKET PART ALLOWED IN OR ON THE COMPLETE DISTRIBUTOR WILL BE ADVANCE SPRINGS.

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: ONE (1) CONVENTIONAL WET CELL 12 VOLT PASSENGER CAR 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.

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”.

WATER PUMPS: STOCK OEM ONLY. CHEVY MUST USE STOCK STEEL WATER PUMP. NO CHEVY ALUMINUM OR AFTERMARKET.

RADIATOR FAN: ELECTRIC ALLOWED.

FUEL PUMP: ONE MECHANICAL STOCK TYPE DIAPHRAM PUMP IN STOCK LOCATION.

*****FUEL:** SUNOCO 260GTX RACING FUEL (AVAILABLE AT THE TRACK) OR 93 OCTANE AUTOMOTIVE PUMP GASOLINE ONLY. THESE 2 FUELS MAY BE MIXED. ADDITIVES OF ANY TYPE OR CATALYSTS ARE NOT ALLOWED. NO COOLING OR ICING OF THE FUEL. FUEL WILL BE TESTED.

CRATE ENGINE OPTION: GM ZZ4 CRATE MOTOR PART# 88958603; 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; CARBURETOR PLATE, TIMING COVER & BOLT KIT, DAMPER, ROCKER STUDS, WASHERS, DISTRIBUTOR VACUUM ELIMINATOR, 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.

GM 602 CRATE MOTOR WILL BE ALLOWED PER CRATE ENGINE RULES WITH A 25 LBS WEIGHT BREAK.

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, PHONE 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 AN AUTHORIZED SERVICE CENTER IS ALLOWED TO PERFORM ANY REPAIRS THAT MAY BE NEEDED. ABSOLUTELY 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:

BELLHOUSING: COMMERCIALY MANUFACTURED ALL STEEL FULLY ENCLOSED BLOW SHIELD.

CLUTCH & FLYWHEEL: CLUTCH AND PRESSURE PLATE MUST BE STOCK OEM STEEL. NO MODIFICATIONS OF ANY KIND ALLOWED. MINIMUM DIAMETER FOR THE CLUTCH AND PRESSURE PLATE IS 10.4". ANY STEEL FLYWHEEL FOR MAKE AND MODEL OF CAR MAY BE USED, IT MUST HAVE COME WITH A 10.4" OR LARGER CLUTCH AND PRESSURE PLATE. MINIMUM WEIGHTS WILL BE; FLYWHEEL 20LBS., PRESSURE PLATE 13 LBS., CLUTCH DISC 3.5 LBS. PRESSURE PLATE MUST BE STEEL, AND CLUTCH DISC MUST HAVE SPRINGS. FORD FLYWHEEL MUST BE STEEL, HAVE AN OEM PART NUMBER AND WEIGH 20.0 LBS., CLUTCH AND PRESSURE PLATE MUST BE OEM STEEL. MINIMUM DIAMETER IS 10.0". CLUTCH MUST HAVE SPRINGS. MINIMUM TOTAL WEIGHT FOR CLUTCH AND PRESSURE PLATE IS 17.0 LBS.

CRATE MOTOR MUST USE GM FLYWHEEL PART# 14088646 MINIMUM WEIGHT 16 LBS.

STANDARD TRANSMISSION: STOCK OEM 3 OR 4 SPEED. ALL GEARS MUST BE IN WORKING ORDER. ALL INTERNAL PARTS MUST BE STOCK . STOCK OEM GEAR RATIOS ONLY. NO POLISHING, MACHINING, DRILLING, WELDING OR LIGHTENING OF ANY PARTS. HIGH GEAR MUST HAVE A 1:1 RATIO AND NO OTHER GEARS MAY HAVE A RATIO CLOSER THAN 1:35 TO 1. NO OVERDRIVE OR SPECIAL PRODUCTION TRANSMISSIONS. NO ALUMINUM CASE TRANSMISSIONS ALLOWED. THERMAL COATINGS ARE NOT ALLOWED. AFTERMARKET STOCK TYPE SHIFTERS ALLOWED.

DRIVESHAFT: STOCK OEM STEEL ONLY, INCLUDING LENGTH.

REAR ENDS: MUST BE STOCK OEM. STOCK TREAD WIDTH MUST BE MAINTAINED. THE FOLLOWING IS NOT ALLOWED; LOCKED REAR, WELDING OF SPIDER GEARS, POSI REARS, LIMITED SLIP, DETROIT LOCKERS, SHIMMING OF SPIDER GEARS, OR ANY OTHER MODIFICATION THAT LOCKS THE REAR WHILE UNDER THE LOAD OF BEING TURNED BY THE DRIVE TRAIN. THERMAL COATINGS ARE NOT ALLOWED. GM CARS MUST USE A 7 1/2" REAR END ASSEMBLY. MAXIMUM GEAR RATIO 4.56:1. RING & PINION GEARS MAY BE CHANGED. AFTERMARKET GEARS ALLOWED, BUT MUST BE STEEL AND THE SAME DESIGN AND APPEARANCE AS OEM.

AXLE SHAFTS: SOLID STEEL AFTERMARKET AXLES ARE ALLOWED. AXLES MUST RETAIN ALL STOCK DIMENSIONS. C-CLIP ELIMINATOR ALLOWED. **HEAVY DUTY AXLE MUST BE USED IN RIGHT REAR.**

ADDITIONAL INFORMATION:

LIMITED SPORTSMAN MUST ALSO COMPLY WITH THOMPSON INTERNATIONAL SPEEDWAY SAFETY/GENERALS RULES.

IF YOU COME UP WITH A RARE PART THAT WE CANNOT FIND LISTED FOR PASSENGER CAR USE, THE BURDEN OF PROOF IS ON YOU. 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, ETC **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.