



*****UPDATED 03/23/12 (TIRE & FUEL RULES)**

CHANGES FOR 2012 ARE INDICATED IN RED.

BODY:

GENERAL; THE ONLY APPROVED BODIES ARE 1990-2011; CHEVROLET LUMINA, IMPALA, MONTE CARLO, PONTIAC GRAND PRIX, OLDSMOBILE CUTLASS, BUICK REGAL, DODGE AVENGER, CHARGER & INTREPID, FORD FUSION, TAURUS & THUNDERBIRD. STEEL, ALUMINUM OR FIBERGLASS AFTERMARKET ARE ALLOWED. PLASTIC FENDERS, ROOF & QUARTER PANELS ALLOWED. STOCK DIMENSIONS ONLY. C PILLAR/QUARTER WINDOW MUST MEET REAR QUARTER, MUST BE "STOCK" APPEARING. BODY MUST BE MOUNTED CENTER TO THE CHASSIS. REAR PANEL AND REAR BUMPER COVER CANNOT HAVE ANY HOLES IN THEM. REAR BUMPER COVERS MUST BE UNCUT. ALL BODY PARTS INCLUDING THE HOOD, ROOF AND TRUNK MUST MAINTAIN STOCK ANGLES. NO "DIRT" OR "OUTLAW" STYLE BODIES OR BUMPER COVERS ALLOWED. NO STRAIGHT OR SLAB SIDE BODIES. A "BELLY PAN" WILL BE ALLOWED FROM THE FRONT BUMPER TO THE FRONT OF THE FRONT WHEEL OPENING ONLY AND MUST MAKE RIDE HEIGHT. NO OTHER UNDER CAR AERODYNAMICS! ROCKER PANEL OR SIDE SKIRTS MAY NOT BE ROLLED UNDER. BODY MUST MATCH MOTOR BEING USED. ANY BODY NOT MATCHING MOTOR, ADD 100 LBS TO MINIMUM CAR WEIGHT. DOWNFORCE TYPE BODIES ARE NOT APPROVED FOR COMPETITION. NO CARBON FIBER OR TITANIUM ENGINE, POWER TRAIN, BODY OR CHASSIS PARTS!

2011 & 12 CAMARO & MUSTANG BODIES HAVE BEEN APPROVED FOR COMPETITION.

MAXIMUM FRONT OVERHANG: 47" MEASURED FROM CENTER OF SPINDLE TO FRONT OF BUMPER.

MAXIMUM NOSE WIDTH: 83"

MINIMUM ROOF HEIGHT: 45" MEASURED 10" BACK FROM TOP OF THE WINDSHIELD.
44" MEASURED 6" FORWARD OF THE TOP LIP OF THE REAR WINDOW.

MINIMUM WINDSHIELD ANGLE: 23 DEGREES MEASURED ANYWHERE IN THE CENTER OF THE WINDSHIELD.

MAXIMUM VENT WINDOW: 20" MEASURED FROM BASE OF A PILLAR. VENT WINDOW MAY NOT BE TAPERED 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/DECKLID.

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: 6" HEIGHT BY 60" LENGTH.

MAXIMUM SPOILER HEIGHT: 41" MEASURED FROM TOP OF SPOILER TO GROUND.

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

BODY SPOILERS: ROOF AND REAR WINDOW AIR DEFLECTORS ARE ALLOWED. A MAXIMUM OF 2 ALLOWED, MOUNTED PARALLEL OF EACH OTHER WITH A MAXIMUM HEIGHT OF 1". BODY 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 BOTH THE ENGINE AND TRUNK AREAS. FIREWALLS MUST BE WELDED. REAR SHELF AND RIGHT FLOOR AREA MAY BE ALUMINUM. THE REMAINDER MUST BE STEEL, MINIMUM 22 GAUGE. RIGHT SIDE INTERIOR TIN MUST SLOPE UPWARDS OR LAY FLAT ACROSS FROM THE DRIVESHAFT TUNNEL TO RIGHT DOOR. NO SHEET METAL ENCLOSURES AROUND DRIVER.

FRAME/CHASSIS:

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

WHEELBASE: MINIMUM 104".

FRONT SNOUT: SNOUT MAY BE OEM OR FABRICATED (MUST BE A TYPICAL TYPE SNOUT USING A KICK-UP). FABRICATED FRAMES MUST BE MADE OF MINIMUM 2" X 3" X .083" STEEL BOX TUBING. FRONT FRAME MUST BE CENTERED TO THE CENTER SECTION. LEFT AND RIGHT KICKOUTS MUST BE OF EQUAL DISTANCE.

REAR CLIP: FRAME RAILS FROM THE FRONT CLIP TO THE REAR CLIP (CENTER SECTION) MUST BE MINIMUM 2" X 3" X .120" STEEL BOX TUBING. REAR CLIP MUST BE MINIMUM 2" X 3" X .083" STEEL BOX TUBING. THE REAR CLIP MUST BE CENTERED TO THE CENTER SECTION WITH NO OFFSET.

ROLLCAGE: THE FOLLOWING ARE ADDITIONAL REQUIREMENTS AND CLARIFICATIONS FOR THE INSTALLATION OF THE ROLLBARS. 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 MAIN ROLL BAR REFERRED TO AS #1 MUST BE MOUNTED VERTICAL (90 DEGREES) TO THE CENTER SECTION OF THE CHASSIS WITH NO OFFSETS. THIS MEANS BAR #1 MUST BE STRAIGHT UP. STRICTLY ENFORCED! A WEIGHT PENALTY MAY BE PLACED ON ANY ROLLCAGE THAT IN THE OPINION OF THE "OFFICIALS" IS SET TOO FAR BACK.

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 6".

BALLAST WEIGHT: ALL BALLAST WEIGHT MOUNTED TO THE OUTSIDE OF THE CENTER SECTION OF THE FRAME MAY NOT EXCEED 6". ALL BALLAST WEIGHT MOUNTED TO THE OUTSIDE OF THE FRAME BEHIND THE REAR AXLE MAY NOT EXCEED 3". 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 (SLM-CAR#). ANY CAR LOOSING BALLAST WEIGHT OR FOUND WITH UNMARKED WEIGHT IS SUBJECT TO A FINE.

GROUND CLEARANCE: 3".

CAR WEIGHT: MINIMUM 2800 LBS., MAXIMUM LEFT SIDE PERCENTAGE 56.0%.
CRATE MOTOR MINIMUM 2700 LBS., MAXIMUM LEFT SIDE PERCENTAGE 56.0%.

SUSPENSION:

A-FRAME: AFTERMARKET ALLOWED.

SPINDLE & HUB: AFTERMARKET ALLOWED. SPINDLES MUST BE STEEL. SAFETY HUBS ARE HIGHLY RECOMMENDED. ULTRA LIGHT WEIGHT HUBS ARE NOT ALLOWED. 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. WHEEL BEARINGS MUST BE ANGULAR TYPE CONE.

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 CUT OFF THE FLOW OF BRAKE FLUID TO A SINGLE WHEEL. STEEL ROTORS ONLY. DRILLED OR SCALLOPED ROTORS ARE NOT ALLOWED.

BRAKE LINES: STEEL ONLY.

STEERING: OEM BOX TYPE OR RACK AND PINION ALLOWED.

SPRINGS & SHOCKS: CONVENTIONAL 5" COIL SPRINGS OR COIL OVERS ARE ALLOWED. ONLY ONE SHOCK PER WHEEL. SHOCKS WITH EXTERNAL RESERVOIRS OR REMOTE/ELECTRONICALLY CONTROLLED ARE NOT PERMITTED.

REAR SUSPENSION: 3 POINT, TORQUE ABSORBERS, LEAF SPRING, TRUCK ARMS, AND SPRING RODS ARE ALLOWED.

WHEELS: STEEL WHEELS ONLY. MAXIMUM 10" WIDE.

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

TREADWIDTH: MAXIMUM FRONT AND REAR 80 1/2".

*****TIRES:** TRACK TIRE RULE WILL BE IN EFFECT-ALSO SEE GENERAL RULES. AMERICAN RACER 10" SLICK. LEFT SIDE TIRE IS EC-83, 26.5/10 X 15. RIGHT SIDE TIRE IS EC-84, 27.0/10 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 TIRES. MUST RACE THE FEATURE WITH THE TIRES YOU QUALIFIED WITH. DURING THE FEATURE TIRES MAY ONLY BE CHANGED IF TIRE IS FLAT OR WHEEL IS DAMAGED. TIRES CUT DOWN OR DAMAGED IN A QUALIFYING HEAT, MUST GET TECHMANS APPROVAL TO BE REPLACED FOR THE FEATURE.

ENGINES:

GENERAL SPECS: MAXIMUM ENGINE SIZE 358 C.I.D. CAST IRON BLOCKS AND CYLINDER HEADS ONLY. THE BLOCK MUST RETAIN ALL OEM SPECS WITH THE EXCEPTION OF CYLINDER OVERBORE AND SURFACING OF THE BLOCK DECK. ANGLE CUTTING OF THE BLOCK DECK WILL NOT BE PERMITTED. PRESSURISED OIL MUST FLOW THROUGH THE ENGINE NORMALLY. ALL OIL MUST RETURN TO THE PAN NORMALLY.

COMPRESSION: MAXIMUM COMPRESSION IS 12.0:1, CHECKED WITH THE "WHISTLER". NO TOLERANCE ALLOWED ON MAXIMUM COMPRESSION! THE 2 MOST FORWARD BOLTS ON BOTH SIDES OF THE INTAKE MUST BE DRILLED TO ACCEPT A SEAL.

LOCATION: GENERAL MOTORS-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 WITH OR FORWARD OF THE CENTERLINE OF THE UPPER BALL JOINTS. 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 1/2". MINIMUM CRANKSHAFT HEIGHT IS 10" MEASURED FROM THE CENTERLINE OF THE CRANKSHAFT TO 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". MINIMUM CRANKSHAFT WEIGHT IS 46 LBS.. MAIN JOURNALS MAY NOT BE DRILLED.

OIL PAN & PUMP: WET SUMP ONLY. OIL PUMP MUST BE IN THE PAN OR AN EXTERNAL BELT DRIVEN SINGLE STAGE PUMP. EXTERNAL PUMPS MUST SCAVANGE FROM THE WET SUMP OIL PAN. PRESSURIZED OIL MUST FLOW & DRAIN NORMALLY THROUGH THE ENGINE, NO ADDITIONAL PRESSURISED OR RETURN OIL LINES EXCEPT TO OIL COOLER IF USED. NO EXTERNAL OIL TANKS OR ACCU-SUMP SYSTEMS ALLOWED. . EXTERNAL OIL COOLERS ARE ALLOWED.

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

PISTONS: 3 RING FLAT TOP OR DISHED (REVERSE DOME) ALUMINUM PISTONS ONLY. ALL 3 RINGS MUST BE OF MAGNETIC STEEL. VALVE RELIEFS MAY BE CUT INTO THE PISTONS. NO PORTION OF THE PISTON MAY PROTRUDE ABOVE THE TOP OF THE BLOCK.

RODS: STEEL CONNECTING RODS ONLY. NO STAINLESS STEEL, ALUMINUM, OR TITANIUM CONNECTING RODS.

CAMSHAFT & LIFTERS: SOLID CAM AND LIFTERS MAY BE USED. ROLLER ROCKERS ALLOWED. NO ROLLER LIFTERS. ANY TYPE OF MECHANICAL ASSISTANCE EXERTING A FORCE TO ASSIST IN THE CLOSING OF THE LIFTER AND/OR PUSHROD (REV KITS) ARE NOT ALLOWED.

CYLINDER HEADS: STOCK CAST IRON PRODUCTION HEADS ONLY. AFTERMARKET HEADS ARE NOT PERMITTED. NO GRINDING, POLISHING, BEADING, OR CHEMICAL (ACID) MILLING. NO PORT MATCHING OR FLOW WORK OF ANY KIND. MAXIMUM VALVE SIZE 2.050". NO TITANIUM VALVES. VALVE ANGLE NOT TO EXCEED 2 DEGREES FROM STOCK. CHEVROLET MUST USE OEM CHEVROLET, OR BOWTIE. NO DART, WORLD PRODUCTS OR VORTEC HEADS ALLOWED. FORD MUST USE OEM, OR CAST IRON MOTORSPORTS HEADS. NEW FORD MOTORSPORTS HEADS PART # M-6049-N351 OR N352 MUST USE INTAKE # M9424-C358 (PERFORMER # 2782). CHRYSLER MUST USE OEM, OR W-2 HEADS. CHEVROLET MAY USE DART IRON EAGLE S/S CYLINDER HEAD PART# 10024266. CHEVROLET MAY USE THE NEW SMALL PORT BOWTIE/VORTEC CYLINDER HEAD PART # 25534421 WITH A MAXIMUM 2.00" INTAKE VALVE & MAXIMUM 1.55" EXHAUST VALVE, MUST USE 7101 OR 7116 INTAKE. ALL CAST LINES & INSIGNIA'S MUST BE CLEARLY VISIBLE & COMPLETE.

VALVE JOB: 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. UPON COMPLETION OF THE VALVE JOB, THE BOWL AREA UNDER THE VALVE SEAT DOWN TO THE BOTTOM OF THE VALVE GUIDE MUST STILL BE THE SAME CONFIGURATION AS FAR AS SHAPE AND FINISH AS IT WAS FROM THE MANUFACTURER. SURFACES AND/OR EDGES WHERE THE CUTTER OR STONE HAS TOUCHED MUST NOT BE POLISHED. HAND GRINDING OR POLISHING WILL NOT BE PERMITTED ON ANY PART OF THE HEAD.

INTAKE MANIFOLD: EDELBROCK PERFORMER SERIES ARE THE ONLY INTAKES ALLOWED. THE INTAKE MANIFOLD MUST REMAIN AS MANUFACTURED "STOCK OUT OF THE BOX". MANIFOLDS MUST REMAIN UNALTERED, INCLUDING BOLTHOLES. PAINTING OR COATING OF THE INTAKE IS NOT ALLOWED. ONLY CURRENT DESIGNED INTAKES ALLOWED. OLDER DESIGN INTAKES WITH CURRENT PART NUMBERS ARE NOT PERMITTED. APPROVED PART NUMBERS ARE, CHEVROLET 2101, 7101 (PERFORMER RPM), FORD 2181, 2665, 2750, 2782, AND CHRYSLER 2176 (WITH STOCK OEM HEAD). CHRYSLER USING W-2 HEADS MUST USE MOPAR PERFORMANCE # P5249572AB (THIS NUMBER APPEARS ON THE INTAKE MANIFOLD AND IS TO BE USED TO ORDER THIS PART).

CARB SPACER: ONE SOLID MATERIAL SPACER, MAXIMUM HEIGHT OF 1" PERMITTED. NO WEDGE SHAPE SPACERS ALLOWED. BOTH THE TOP & 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 SPACER PART# 64930.

CARBURETOR: THE HOLLEY R4412 OR KEITH DORTON SERIES # 0-80583-1 ARE THE ONLY CARBURETOR'S ALLOWED. 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. ADJUSTABLE (JETTED) AIR BLEEDS ALLOWED IN MAIN BODY BEHIND METERING BLOCK. IDLE HOLES MAY BE DRILLED IN BUTTERFLIES. THROTTLE PLATE SCREWS MAY BE TRIMMED FLUSH WITH SHAFT. NO OTHER CHANGES ARE ALLOWED. NO RESHAPING, POLISHING, GRINDING OR DRILLING OR CHEMICAL TREATING ALLOWED. GASKETS MUST REMAIN UNALTERED. 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.

AIR CLEANER/FILTER: ONLY A ROUND DRY PAPER MAXIMUM 4” AIR FILTER ELEMENT ALLOWED. AIR FILTER MAY NOT BE SPRAYED OR SOAKED WITH CHEMICALS. AIR CLEANER MUST HAVE A METAL TOP. THE K & N PLASTIC TOP OR FILTER TOP IS NOT ALLOWED. ALL AIR CLEANERS ARE SUBJECT TO TRACK APPROVAL.

EXHAUST SYSTEM: HEADERS MUST BOLT DIRECTLY TO CYLINDER HEADS. EXHAUST PIPES MUST EXIT 6” PAST DRIVERS SEAT. BOTH PIPES MAY EXIT THE SAME SIDE OF CAR, BUT MUST EXIT UNDER CAR. PIPES MAY NOT EXIT OUT THE SIDE OF CAR.

MUFFLERS: MANDATORY! THE ONLY APPROVED MUFFLER IS THE LOBAK RCM 12” SPIRAL FLOW, PART# RCM301230 OR RCM351235. ONLY ONE (1) MUFFLER PER EXHAUST PIPE. MUFFLERS MUST MATCH. END OF MUFFLER MUST BE LOCATED 6” FROM END OF EXHAUST SYSTEM. THE LAST 6” OF THE EXHAUST SYSTEM WILL BE FOR A TURN DOWN. 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 MOTORS MAY USE DYNOMAX 12” BULLET MUFFLER PART# 24222 (3”), PART# 24216 (3 ½”) OR HOWE 2 INTO ONE 18” MUFFLER PART # h3018/S.

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 WILL NOT BE PERMITTED; ADJUSTABLE TIMING CONTROLS, IGNITION DELAY/TIMING RETARD DEVICES, EXTERNAL RPM LIMITERS, ANY ACCESSORIES THAT REGULATE THE POWER SUPPLY. THE FOLLOWING SYSTEMS ARE NOT PERMITTED; COMPUTERIZED, MULTI-COIL, DISTRIBUTORLESS, CRANK TRIGGERED OR MAGNETO SYSTEMS. THE ONLY MSD IGNITION BOX ALLOWED IS THE 6AL BOX WITH 6 WIRE CONNECTOR.

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.

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.

ALTERNATOR: MUST BE MOUNTED & BELT DRIVEN OFF THE FRONT OF THE ENGINE.

FUEL PUMP: ONE MECHANICAL 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 THE TRACK AUTHORIZED SERVICE CENTER PRIOR TO COMPETING AT THE SPEEDWAY. ENGINES MAY BE PURCHASED DIRECTLY THROUGH GM & FORD. ALL ENGINES MUST BE BROUGHT TO THE AUTHORIZED SERVICE CENTER TO RECIEVE NECESSARY UPDATES, WHICH 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, 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 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: ANY NASCAR APPROVED SAFETY BELL HOUSING. MUST BE A FULLY ENCLOSED BELL HOUSING.

CLUTCH & FLYWHEEL: MUST USE A CONVENTIONAL STYLE CLUTCH. HI-PERFORMANCE MINIMUM 5.5" SUPER CLUTCHES ALLOWED. ALUMINUM FLYWHEELS ALLOWED. NO CARBON FIBER OR TITANIUM CLUTCH PARTS INCLUDING FASTENERS.

TRANSMISSION: MUST BE OEM 3 OR 4 SPEED. NO SPECIAL PRODUCTION, NO OVERDRIVES, NO 5 SPEEDS, NO AUTOMATICS ALLOWED. 1ST GEAR MAY BE REMOVED. ONLY OEM STEEL ANGLE CUT FORWARD GEARS ARE PERMITTED. SQUARE CUT FORWARD GEARS ARE NOT PERMITTED. STOCK OEM GEAR RATIOS ONLY. NO WELDED GEARS ALLOWED. GUN DRILL TRANSMISSION SHAFTS WILL NOT BE PERMITTED. ALL GEARS MUST BE IN WORKING ORDER FROM INSIDE THE DRIVERS COMPARTMENT WITH MECHANICAL LINKAGE. THERMAL COATINGS ARE NOT ALLOWED.

DRIVESHAFT: STEEL OR ALUMINUM ALLOWED.

REAR END ASSEMBLY: ONLY A LOCKED SPOOL DIFFERENTIAL ALLOWED. AXLE SHAFTS AND AXLE TUBES MUST BE MAGNETIC STEEL. RIGHT AXLE TUBE CANNOT BE MORE THAN 2" LONGER THAN THE LEFT. REAR MUST BE CENTERED IN THE CHASSIS WITHIN ½" OF CHASSIS CENTERLINE. NO INDEPENDENT REARS. QUICK CHANGE & NON-QUICK CHANGE (STRAIGHT) REAR ENDS MUST USE A 10" RING GEAR. THERMAL COATINGS ARE NOT ALLOWED. FOR THE PURPOSE OF CHECKING A PRE-DETERMINED FINAL DRIVE GEAR RATIO, WHEN JACKED UP BOTH REAR WHEELS MUST ROTATE IN THE SAME DIRECTION WITH EACH TRAVELING THE SAME ROTATIONAL DISTANCE.

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

CRATE MOTOR: MINIMUM 4.30:1 – MAXIMUM 4.42:1

ADJUSTING DEVICES:

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

ADDITIONAL INFORMATION:

SUPER LATE MODELS MUST ALSO COMPLY WITH THOMPSON INTERNATIONAL SPEEDWAY GENERAL/SAFETY RULES.

THOMPSON INTERNATIONAL SPEEDWAY RESERVES THE RIGHT TO CONFISCATE FROM THE RACE WINNER ANY/OR ALL OF THE FOLLOWING ITEMS; INTAKE MANIFOLD, IGNITION BOX AND/OR 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 BOX/MODULE, PRIOR TO ANY RACING EVENT, OR DURING POST RACE INSPECTIONS, CONFISCATING THEIR PARTS. FAILURE TO COMPLY WILL RESULT IN THE LOSS OF ALL EARNED POINTS AND/OR SUSPENSION.