



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

CHANGES FOR 2011 ARE INDICATED IN RED.

THOMPSON MODIFIED 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 LATE MODELS, SUPER LATE MODELS AND SUNOCO MODIFIEDS ARE NOT ELIGIBLE TO COMPETE IN THE THOMPSON MODIFIED DIVISION. 15 YEAR OLD DRIVERS ARE ELIGIBLE TO COMPETE IN THIS DIVISION – NASCAR MINOR RELEASE FORMS AND INSURANCE FORMS ARE REQUIRED.

BODY:

GENERAL: THOMPSON MODIFIEDS ARE A SPEC TYPE DIVISION. SPEC PARTS ARE THE ONLY PARTS THAT ARE ALLOWED TO BE USED AND MAY BE PURCHASED THROUGH LOCAL VENDERS & PART STORES. ABSOLUTELY NO MODIFICATIONS TO ANY PART OF THE CAR UNLESS LISTED IN THESE RULES. ALL PARTS MUST BE USED AS PURCHASED. NO LIGHTENING OR MODIFICATIONS TO ANY PARTS. ALL PARTS MUST BE MAGNETIC STEEL UNLESS SPECIFIED IN THE RULES. BODY MUST BE AN IMCA TYPE ALLUMINUM OR STEEL MODIFIED BODY. NO DIRT OR OUTLAW TYPE BODIES. BODY PANELS MAY BE PURCHASED OR FABRICATED. ROOF MUST USE FIBERGLASS SPEC ROOF PART# 910-54105. HOOD MAY BE FIBERGLASS. ENGINE COMPARTMENT MUST REMAIN OPEN. NOSE PIECE MAY NOT EXTEND BEYOND THE FRONT BUMPER. A-PILLAR & C-PILLAR (SAIL PANEL) MUST BE WITHIN ONE INCH (EQUALLY) OF THE QUARTER/DOOR PANELS. SAIL PANEL MAY NOT ATTACH TO SPOILER. TAIL/FILLER PANEL MUST EXTEND DOWN TO BUMPER BRACKETS. REAR WHEEL OPENINGS MUST REMAIN OPEN. BODIES MUST BE KEPT NEAT & PRESENTABLE. NO "BELLY PANS", NO WINGS OF ANY TYPE. FRONT BUMPERS MAY NOT BE LEANED BACK. FRONT & REAR BUMPER HEIGHT MEASURED FROM CENTER OF BUMPER TO GROUND IS 18". SIDE & REAR NERF BARS (MAXIMUM 1 ¼" ROUND TUBING) MAY NOT EXCEED THE OUTSIDE BULGE OF THE TIRES.

ACCIDENT CARS WILL NOT BE ALLOWED TO COMPETE WITHOUT NERF BARS OR BUMPERS.

FRONT OVERHANG: 36 ½" MEASURED FROM THE CENTER OF THE SPINDLE TO FRONT OF BUMPER.

DOOR HEIGHT: TOP OF FRONT DOOR MUST MEET(BE FLUSH WITH) DASH PANEL. DASH PANEL MUST BE 21" FROM TOP OF CHASSIS.

MINIMUM ROOF HEIGHT: 47" MEASURED 10" BACK FROM TOP OF THE WINDSHIELD. 48" MEASURED 6" FROM THE TOP OF THE REAR WINDOW.

MINIMUM SIDE WINDOW OPENING: 14 ½" MEASURED FROM DOOR TO ROOF OPENING. C-PILLAR / SAIL PANEL MAY NOT EXTEND PAST THE MAIN ROLLBAR.

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

REAR OVERHANG: 43" MEASURED FROM CENTER OF REAR AXLE TO END OF BUMPER.

REAR QUARTER GROUND CLEARANCE (BEHIND WHEEL) : MINIMUM 8", MAXIMUM 10"

MAXIMUM REAR SPOILER: 5" HEIGHT BY 60" LENGTH, MOUNTED AT REAR OF BODY.

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

GLASS: HALF WINDSHIELD OR MODIFIED CAPSULE POLYCARBONATE WINDSHIELD. NO VENT, SIDE OR BACK GLASS ALLOWED. QUARTER GLASS ALLOWED. MAXIMUM 1" X 2" SCREEN MUST BE INSTALLED RIGHT OF THE WINDSHIELD TO ROLL CAGE UPRIGHT.

BODY SPOILER: SIDE SKIRTS ALLOWED FROM DOOR TO REAR WHEEL OPENING. MUST FOLLOW CONTOUR OF BODY AND MAY NOT BE STEPPED OR ANGLED. SIDE SKIRTS ONLY MUST MAINTAIN A 4" RIDE HEIGHT.

INTERIOR SHEETMETAL: INTERIOR SHEET METAL MAY BE FABRICATED PER THESE RULES. INTERIOR SHEET METAL MAY BE ALLUMINUM (.040") OR STEEL (.031"). MAGNETIC STEEL FLOOR PAN ONLY (PART OF CHASSIS KIT). FULL DASH PANEL, MUST LAY FLAT BETWEEN BOTH A-PILLARS & MUST MEET HOOD. DRIVERS COMPARTMENT MAY SLOPE UPWARDS TOWARD & MUST MEET TOP OF RIGHT DOOR. REAR DECK MUST EXTEND FROM TOP OF DOOR PANELS TO TOP OF QUARTER PANELS.

FRAME/CHASSIS:

1968 & NEWER AMERICAN MAKE REAR WHEEL DRIVE PASSENGER CAR FRAME/CHASSIS ALLOWED (NO SPORT CARS). FRAME/CHASSIS MAY BE CUT A MAXIMUM OF 36" FORWARD FROM CENTER OF REAR AXLE HOUSING. FRAME/CHASSIS MAY NOT BE WIDENED OR NARROWED. FRONT CROSSMEMBER MAY BE NOTCHED & BOXED FOR RADIATOR LOCATION. UPPER A-FRAME MOUNTS MAY BE REPLACED WITH AFTERMARKET. FRONT SPRING POCKETS MAY BE TRIMMED FOR CLEARANCE. CHASSIS MUST RETAIN ALL OTHER SPECS AS PRODUCED. NO TUBE CLIPS ALLOWED. **MAIN (CENTER)** ROLL CAGE MUST BE NASCAR TYPE USING MINIMUM 1 3/4" X .095" TUBING. ROLL CAGE MAY BE STRAIGHT UP OR OFFSET. DIAGRAM PROVIDED IS FOR G-METRIC CHASSIS. CENTER WINDSHIELD BAR & SHOULDER BAR REQUIRED, MINIMUM 1 1/2" x .090" TUBING. REAR RAILS MUST BE MINIMUM 2" X 2" x .090" TUBING. ALL TIS MODS THAT COMPETED IN 2011 WILL BE ALLOWED 1 YEAR TO UPDATE ROLL CAGE.

WHEELBASE: MINIMUM 108", MAXIMUM 112"

BALLAST WEIGHT: ALL BALLAST WEIGHT MUST BE MOUNTED BEHIND THE FRONT SPINDLES AND AHEAD OF THE REAR AXLES. BALLAST WEIGHT MAY NOT EXCEED 3" OFF THE LEFT OUTSIDE FRAME OF THE CHASSIS. ALL OTHER BALLAST WEIGHT MAY NOT EXCEED THE CHASSIS FRAMERAILS. ALL BALLAST WEIGHT MUST MAINTAIN A MINIMUM 5" GROUND CLEARANCE. 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 (**TM-CAR#**). ANY CAR LOOSING BALLAST WEIGHT OR FOUND WITH UNMARKED WEIGHT IS SUBJECT TO A FINE.

GROUND CLEARANCE: MINIMUM 5"

CAR WEIGHT: MINIMUM 2650 LBS., MAXIMUM LEFT SIDE PERCENTAGE 56.0%
METRIC CHASSIS; MINIMUM 2600 LBS., MAXIMUM LEFT SIDE PERCENTAGE 56.0%

SUSPENSION:

A-FRAMES: UPPER CONTROL ARM; ADJUSTABLE (WITH ALLUMINUM OR STEEL ADJUSTING TUBES) OR ONE PIECE STEEL TUBULAR CONTROL ARM WITH STEEL OR ALLUMINUM CROSS SHAFT (6" CENTER TO CENTER BOLT ONLY) UPPER BALL JOINT MOOG K772 SCREW-IN TYPE OR K6024 BOLT-IN TYPE . **HOWE STEEL CAP SCREW IN OR BOLT ON REBUILDABLE BALL JOINTS PERMITTED.**

LOWER CONTROL ARM; OEM STOCK FOR CHASSIS BEING USED IN STOCK OEM LOCATION/POSITION. G-METRIC MAY USE NOVA. LOWER A-FRAME BUSHINGS MAY BE REPLACED WITH STOCK TYPE ALUMINUM, STEEL OR POLYURETHANE BUSHINGS, MOUNTING HOLE LOCATION MAY NOT BE ALTERED. LOWER BALL JOINT MOOG K727. **HOWE STEEL CAP SCREW IN REBUILDABLE BALL JOINT PERMITTED.** STEEL BALL JOINT SLEEVE FOR LOWER BALL JOINT MUST BE INSTALLED IN ORIGINAL POSITION ON THE CONTROL ARM, BUT MAY BE ANGLED TO ACHIEVE PROPER BALL JOINT ANGLE TO SPINDLE. THE ONLY APPROVED LOWER CONTROL ARM (NOVA) FOR COMPETITION IS PART# 910-34298 L/R-S. CONTROL ARMS MUST MATCH SIDE TO SIDE.

SWAYBAR: AFTERMARKET SWAYBAR ALLOWED. MUST BE FASTENED TO ATLEAST 1 CONTROL ARM. NO SPLINED BARS. CHASSIS MAY BE DRILLED TO ACCEPT SWAYBAR MOUNTING POINTS.

SPINDLE & HUBS: STOCK OEM PASSENGER CAR SPINDLES FOR CHASSIS BEING USED FRONT SPINDLES MAY BE CHANGED TO A HEAVY DUTY SPINDLE & ROTOR. SPINDLE ENDS MAY BE REAMED TO ACHIEVE PROPER BALL JOINT TAPER. STEERING ARMS MAY BE DRILLED TO ACCEPT 5/8" BOLT FOR OUTER HEIM JOINT. STEERING ARM ALIGNMENT FOR BUMP STEER IS ALLOWED PROVIDING THE STEERING ARM IS NOT CUT, WELDED, LEGTHENED OR SHORTENED. STOCK PASSENGER CAR ROTORS.

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. DISC BRAKES FRONT AND REAR. STOCK OEM STEEL PIN TYPE SINGLE PISTON FRONT CALIPERS. STOCK OEM G-METRIC STEEL PIN TYPE SINGLE PISTON REAR CALIPERS. AFTERMARKET MASTER CYLINDER (S) AND PEDALS.

BRAKE LINES: STEEL ONLY.

STEERING: STOCK OEM STEERING BOX., IDLER ARM, CENTERLINK & INNER TIE ROD ENDS MOUNTED IN STOCK OEM POSITION FOR CHASSIS BEING USED. CENETRLINK MAY BE REVERSED. PITMAN ARM MAY BE A UNIVERSAL STOCK REPLACEMENT TYPE. STEEL HEIM JOINTS MAY BE USED AT THE OUTER TIE ROD ENDS WITH 5/8" STEEL TUBES. BOLTHOLES MAY BE ELONGATED FOR IDLER ARM MOUNT ONLY.. IDLER ARM & PITMAN ARM ALIGNMENT IS ALLOWED FOR BUMP STEER PROVIDING ARM IS NOT CUT, WELDED, LEGTHENED OR SHORTENED. STEERING QUICKENER ALLOWED. STEERING SHAFT WITHOUT THE USE OF A STEERING QUICKENER MUST BE INSTALLED THAT UPON A HEAVY FRONT END COLLISION THE SHAFT WILL DEFLECT TO THE SIDE. STEERING SHAFT & U-JOINTS MUST BE MAGNETIC STEEL.

SPRINGS & SHOCKS: STOCK TYPE STEEL MINIMUM 5" OD SPRINGS. FRONT SPRINGS MUST MOUNT IN ORIGINAL OEM LOCATION, JACKING BOLT MUST BE LOCATED IN ORIGINAL CENTERLINE OF SPRING TOWER. REAR SPRINGS MUST BE CENTERED OVER THE REAR END. "PRO SHOCKS WB SERIES" ARE THE ONLY SHOCKS ALLOWED. THE FOLLOWING PART # ARE THE ONLY SHOCKS PERMITTED; WB735, WB74, WB746, WB75, WB753, WB76, WB763, WB77, WB78, WB791, WB935, WB93, WB94, WB946, WB95, WB953, WB96 & WB77. SHOCK CLAIMER RULE: TOP FIVE CARS IN TECH ONLY. YOU MAY CLAIM THE 4 SHOCKS ON THE CAR THAT FINISHED DIRECTLY IN FRONT OF YOU. CLAIMER FEE IS \$375.00. TECH OFFICIALS WILL VERIFY PART NUMBERS.

REAR SUSPENSION: 3 LINK ONLY. ALLUMINUM OR STEEL TRAILING ARMS MUST USE 3/4" STEEL HEIM JOINTS. MAXIMUM LENGTH OF ARM MEASURED FROM CENTER TO CENTER OF MOUNTING HOLES, NOT TO EXCEED 20 1/4". THE UPPER LINK, ALLUMINUM OR STEEL TUBE WITH 3/4" STEEL HEIM JOINTS, LENGTH OF THIRD LINK IS 25 1/4" MEASURED CENTER TO CENTER OF MOUNTING HOLES.

PANHARD BAR: ONE SINGLE ALLUMINUM OR STEEL PANHARD BAR. WITH 3/4" STEEL HEIM JOINTS. MUST BE MOUNTED BEHIND THE REAR AXLE ASSEMBLY.

WHEELS: 8" STEEL, MINIMUM 19 LBS RACING WHEELS WITH REINFORCED CENTERS ARE MANDATORY.

WHEEL SPACERS: 1/2" WHEEL SPACER FOR REAR WHEELS ONLY. ONE (1) SPACER PER SIDE.

VALVE STEMS: NO "BLEED OFF" TYPE VALVE STEMS

TREADWIDTH: MINIMUM 76 1/2", MAXIMUM 78".

TIRES: TRACK TIRE RULE WILL BE IN EFFECT-ALSO SEE GENERAL RULES. AMERICAN RACER 8" SLICK. LEFT SIDE TIRE IS EC-84, 27.0/8.0 X 15 OR 26.5/8.0 X 15S. RIGHT SIDE TIRE IS EC-85, 27.0/8.0 X 15. TIRES MUST BE PURCHASED THROUGH TRACK VENDER. 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 PERMENTLY 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 EIGHT (8) TIRES FOR ICEBREAKER WEEKEND AND THE FIRST THURSDAY NIGHT THOMPSON THUNDER OF THE SEASON. DRIVERS MUST START AND FINISH BOTH ICEBREAKER AND THE FIRST TNTT HEATS AND FEATURES ON THEIR 8 INVENTORY TIRES. ALL SPARE TIRES MUST BE FROM YOUR 8 INVENTORY TIRES. PRACTICE TIRES DO NOT HAVE TO BE FROM INVENTORY.

B) STARTING 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 EVERY 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 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: JASPER ENGINES COMPETING IN 2010 WILL BE ELIGIBLE FOR COMPETITION IN 2011.

JASPER ENGINES; SEALED 355 CID LEVEL 2 JASPER RACING ENGINE WITH 2101 EDELBROCK INTAKE, HEI DISTRIBUTOR & CAST IRON WATERPUMP. ALL ENGINES WILL BE RECORDED FOR SERIAL # & CHECKED FOR PROPER SEALS PRIOR TO PICK-UP. **ENGINE REBUILDS WILL BE THROUGH TRACK AUTHORIZED SERVICE CENTER.**

GM ZZ4 CRATE MOTOR PART# 88958603; 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. ALL ENGINES MUST BE BROUGHT TO THE AUTHORIZED SERVICE CENTER TO RECEIVE NECESSARY UPDATES, WHICH ALSO INCLUDES A COMPLETE PARTS PACKAGE & DYNO SHEETS. PARTS PACKAGE INCLUDES; HOLLEY 600 CFM CARBURETOR, CARBURETOR PLATE, TIMING COVER 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.

TIS MODIFIEDS 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.

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. SEALS MAY ONLY BE REMOVED BY A TRACK OFFICIAL OR THE SERVICE CENTER. RACERS PARTICIPATING IN THE TIS MODIFIEDS UNDERSTAND THAT THE ENGINE MUST BE RUN AS PURCHASED AND ONLY THE 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.

LOCATION: SPEC LOCATION IN CHASSIS USING STEEL MOUNTS AND A 5/8" OFFSET ENGINE PLATE (917-11666). A MEASUREMENT OF 72 1/2" IS REQUIRED FROM THE BACKSIDE OF THE ENGINE PLATE TO THE CENTERLINE OF THE REAR AXLE ASSEMBLY. ENGINE MUST BE LEVEL AS MEASURED FROM SIDE TO SIDE AND FRONT TO REAR. MINIMUM CRANKSHAFT HEIGHT IS 12".

CARB SPACER: JASPER ENGINES; 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.

ZZ4 ENGINES; UNALTERED MOROSO PART# 64940 (INCLUDED IN ENGINE PACKAGE).

CARBURETOR: ALL CARBURETORS MUST PASS TRACK SUPPLIED GAUGES.

JASPER ENGINES; THE HOLLEY R4412 IS THE ONLY CARBURETOR ALLOWED. THE CARBURETOR MUST BE "STOCK OUT OF THE BOX". 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. CARBURETOR MAY BE SEALED TO THE INTAKE UPON INSPECTION.

ZZ4 ENGINES; 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.

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

OIL COOLERS: ALLOWED, MUST BE MOUNTED WITHIN THE BODY.

AIRCLEANER/FILTER: ONLY A ROUND DRY PAPER MAXIMUM 5" AIR FILTER ELEMENT ALLOWED. AIR FILTER MAY NOT BE SPRAYED OR SOAKED WITH CHEMICALS. THE AIR CLEANER TOP AND BOTTOM MUST BE METAL. 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 CARBURETOR 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 OR AS PART OF THE HOOD SCOOP. 5" MAXIMUM PAPER ELEMENT FILTER.

EXHAUST HEADERS: SCHOENFELD ADJUSTABLE HEADER (917-16198H). 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.

EXHAUST PIPES: MAXIMUM / MINIMUM 3" INSIDE DIAMETER. RIGHTSIDE MUFFLER MUST MOUNT DIRECTLY ONTO THE COLLECTOR WITH A 6" TURNDOWN. LEFTSIDE MUFFLER WILL HAVE A 45 DEGREE ELBOW CONNECTING TO THE COLLECTOR WITH A 6" TURNDOWN. EXHAUST MUST REMAIN INSIDE DOOR PANELS.

MUFFLERS: MANDATORY! THE ONLY APPROVED MUFFLER IS THE DYNOMAX 12" BULLET MUFFLER, PART# 24222. ONLY ONE (1) MUFFLER PER EXHAUST PIPE. MUFFLERS MUST MATCH. END OF MUFFLER MUST BE LOCATED 6" FROM END OF EXHAUST SYSTEM. THE LAST 6" OF THE EXHAUST SYSTEM WILL BE FOR A TURN DOWN. MUFFLERS MUST BE REMOVABLE FOR INSPECTION. MUFFLER MUST REMAIN COMPLETE WITH ENDS AS PURCHASED. CHECK VALVE TUBES NOT ALLOWED IN ANY PART OF THE MUFFLER. NO LEAKS IN MUFFLER OR EXHAUST SYSTEM. ANY TAMPERING WITH MUFFLERS OR EXHAUST SYSTEM WILL RESULT IN DISQUALIFICATION AND LOSS OF ALL EARNED POINTS.

IGNITION: THE ONLY DISTRIBUTOR PERMITTED WILL BE THE PERFORMANCE DISTRIBUTOR (DUI) PART# AS PRODUCED BY PERFORMANCE DISTRIBUTOR. ZZ4 CRATE MOTOR MAY CONTINUE USING THE GM CRATE MOTOR DISTRIBUTOR FOR 2010. THE MODULE IN THE GM CRATE DISTRUBUTOR MAY BE INTERCHANGED WITH THE DUI MODULE. NO AFTER MARKET CAPACITIVE "MSD" TYPE SYSTEMS. THE FOLLOWING WILL NOT BE PERMITTED; ADJUSTABLE TIMING CONTROLS (NO EXTERNAL 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.

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: ONE (1) CONVENTIONAL WET CELL 12 VOLT PASSENGER CAR BATTERY, MUST BE MOUNTED BEHIND THE DRIVERS SEAT IN SPEC LOCATION. THE POSITIVE BATTERY CABLE MUST BE INSIDE THE FRAME RAILS.

BELTS & PULLEYS: V-BELTS OR SERPENTINE ALLOWED, NO COG BELTS. ALUMINUM AFTERMARKET PULLEYS ALLOWED. ALL ACCESSORIES MUST BE BELT DRIVEN OFF THE FRONT OF THE ENGINE.

ALTERNATOR: OEM 12 VOLT TYPE ALLOWED, MUST BE MOUNTED ON THE FRONT OF THE ENGINE. 12 VOLT SYSTEMS ONLY. NO "RACEMATE" TYPE ALTERNATORS.

POWER STEERING: STOCK TYPE PUMPS ONLY.

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. ALLUMINUM PUMPS ALLOWED.

FUEL PUMP: ONE MECHANICAL, STOCK TYPE DIAPRAM PUMP ONLY.

FUEL CELL: 16 GAL. STEEL CONTAINER ONLY, MUST MOUNT IN SPEC LOCATION, WITH THREE (3) 1/8" X 1" STRAPS. SPEC LOCATION IS DETERMINED AT 5" RIDE HEIGHT, BOTTOM OF FUEL CELL TO GROUND MAY NOT BE LESS THAN 12".

*****FUEL:** THE ONLY FUEL APPROVED FOR COMPETITION IS SUNOCO 260GTX RACING FUEL (AVAILABLE AT THE TRACK). ADDITIVES OF ANY TYPE OR CATALYSTS ARE NOT ALLOWED. NO COOLING OR ICING OF THE FUEL. FUEL MUST PASS A CHEMICAL AND DIGITRON TEST.

DRIVETRAIN:

BELL HOUSING: COMMERCIALY MANUFACTURED, MINIMUM 1/4" THICK ALL STEEL FULLY ENCLOSED BLOW SHIELD. BOTTOM LIP OF BELL HOUSING MAY BE TRIMMED. 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: 7 1/4" 2 DISC ACE RACING CLUTCH (ACER725003K2) OR QUARTERMASTER 7 1/4" V DRIVE 2 DISC CLUTCH. STOCK OEM TYPE MAGNETIC STEEL 153 TOOTH RING GEAR/FLEX PLATE . NO LIGHTWEIGHT RING GEARS/FLEX PLATES. FLEX PLATE MINIMUM WEIGHT 4.2 LBS.

TRANSMISSION: STOCK OEM SAGINAW 3 SPEED MANUAL TRANSMISSION. ALL GEARS MUST BE IN WORKING ORDER FROM INSIDE THE DRIVERS COMPARTMENT WITH MECHANICAL LINKAGE. ALL INTERNAL PARTS MUST BE STOCK OEM. STOCK OEM GEAR RATIOS ONLY. NO POLISHING, WELDING, MACHINING, DRILLING OR LIGHTENING OF ANY PARTS. HIGH GEAR MUST HAVE A 1:1 RATIO. THERMAL COATINGS ARE NOT ALLOWED. TRANSMISSIONS MAY BE SEALED UPON INSPECTION.

DRIVESHAFT: MAGNETIC STEEL 32" CENTER TO CENTER DRIVESHAFT WITH A MINIMUM 2" DRIVESHAFT TUBE.

*****REAREND:** MUST BE A FULL FLOATING MAGNETIC STEEL FORD 9" REAR END. REAREND MUST BE "LOCKED" WITH A MAGNETIC STEEL MINI SPOOL ONLY. STOCK CARRIER. NO LIGHTENING OF ANY REAREND COMPONENTS INCLUDING THE YOKE. SOLID MAGNETIC STEEL AXLES. CENTERLINE OF THE REAR (PINION FLANGE) MUST BE WITHIN 1" OF THE CENTERLINE OF THE CHASSIS. NO CAMBERED REARENDS.

GEAR RULE: JASPER CRATE ENGINE; 4.30:1 ONLY.
GM ZZ4 CRATE ENGINE: 4.11:1 ONLY

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:

THOMPSON MODIFIEDS MUST ALSO COMPLY WITH THOMPSON INTERNATIONAL SPEEDWAY GENERAL/SAFETY RULES. ROLL CAGE & CHASSIS WILL FOLLOW "SPEC" SHEET PROVIDED BY SPEEDWAY DISTRIBUTORS. ANY REPAIR NEEDED TO THE CHASSIS MUST BE MADE TO PROPER SPEEDWAY MOTORS SPECS. INFORMATION AVAILABLE THROUGH LOCAL VENDOR.

THOMPSON INTERNATIONAL SPEEDWAY RESERVES THE RIGHT TO CONFISCATE FROM THE FEATURE WINNER ANY PART FOR TESTING AND/OR COMPARING. THE COMPETITOR WILL HAVE RETURNED TO THEM ANY LEGAL PART PRIOR TO NEXT RACE EVENT.

THOMPSON INTERNATIONAL SPEEDWAY ALSO RESERVES THE RIGHT TO CONFISCATE ANY ENGINE, SEE ENGINE RULE.

SHOCK CLAIMER RULE, SEE SHOCK RULE.

ALL PARTS FOR THIS DIVISION ARE A "SPEC" PART. MANY PARTS MAY BE PURCHASED THROUGH LOCAL PART STORES, BUT MUST BE EXACTLY THE SAME AS THE SPEC PART. CALL FIRST AND INQUIRE BEFORE PURCHASING OR USING A PART. THERE WILL BE ZERO TOLLERANCE RULE FOR ALL PARTS IN THESE RULES.