

# TIMBERLINE SPEEDWAY

## 2017 Super Stock/Street Stock Rules

### “RACE RECIEVERS MANDATORY”

\*All cars must have working fire extinguisher within drivers reach.

1. All racecars must display Super Stock, Street Stock or Outlaw at which it will compete on left side windshield post. Must be two (2) inches tall. Any racecar not displaying their class will be teched to the Super Stock rules.

2. Super Stock cars must follow all Super Stock rules. NO TOLERANCE

3. Street Stock cars must follow all Batesville Street Stock rules. NO TOLERANCE

4. TOSC cars must follow all Texas Outlaw Stock Cars rules. NO TOLERANCE

## 2017 SUPER STOCK RULES

**BODY** - Wheel base; any American made OEM produced COUPE OR SEDAN BODY AND REAR WHEEL DRIVE. Sheet metal Bodies OK. Wheel base must be stock for make and model +/- 1" per side. Air filters can pass through hood a max of 6". No ram air, or fresh air systems, mud guard in front of filter OK. All exterior lamps and trim must be removed, may be covered with sheet metal. Doors must be fastened, or bolted shut. All glass and interior trim must be removed. All openings in driver area must be covered with sheet metal so as to isolate driver compartment from engine trunk/fuel cell and ground areas. **Wheel base must remain stock according to year model frame used +/- 1" per side.** Main roll cage tubing must be minimum of 1 ½". Driver's side must have 3 door bars. New cars are recommended to be built out of 1 ¾" roll cage. Aftermarket plastic nosepieces will be allowed. Body must be a minimum of 5 inches from the ground. 7" max on sun visor. 6). Spoilers are legal. 8" tall maximum. Aftermarket roof OK.

**WEIGHT** – Must weigh at least 3,000 pounds after race with driver in car. No tolerance by track scales. No weights and/or loose objects in driver compartment or outside body. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be

attached with at least two 5-inch bolts. No titanium, magnesium or carbon fiber products, parts, or components. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

**BRAKES** – Must be steel approved OEM, drum, or disc. Must maintain OEM dimensions for Hubs/rotors and calipers, cannot be lightened. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket, min. 0.810-inch thickness. Vented rotors only, no scalloped rotors. No floating brakes. Three wheel brakes OK. One proportioning device allowed. Aftermarket pedal assembly allowed.

**BUMPERS** – Front and rear bumpers required. Stock or fabricated OK. No sharp edges. Front bumper may not extend beyond inside tire width except cars with nosepieces. Fabricated bumpers may be no more than 1 ¾" ODx.125 wall round tube or 2x3x.125 wall rectangle. Fabricated bumpers must be capped at ends. Nerf bars allowed. One bar per side on doors, and quarter panels. Nerf bars can be 2" max from body. No larger than 1 ½" round tubing on nerf bars, 1" x 2" square tubing.

**FRAMES** –American made passenger car Stock frame. Rear suspension must match frame used, in stock location. Wheel base must match make and model. Both sides must match wheel base.

**ENGINE** –Cast iron 350 stock OEM American made blocks only. No chevy big blocks or 400 small blocks.

**ENGINE LOCATION** – Engine can be lined up with the Number 1 plug with ball-joint or can Be moved behind ball-joint up to three (3) inches. Must have 25 lbs. in front of midplate per inch that engine is behind ball-joint. Meaning if you move your engine back three inches you must have 75lbs of weight in front of the midplate.

**VALVE TRAIN-** Any flat tappet cam. **No mushroom or roller cam of any type. No gear or belt driven cams.** Roller rockers arms ok.

**CARBURETOR & FUEL PUMP** – **All cars must use 2-barrel carburetors. Must use IMCA approved naturally aspirated, unaltered**

500 c.f.m. Holley – part no. 0-4412, may be modified to Holley HP Dorton part no. 0-80583-1 specs only. Float bowl must face forward. Any adapter, maximum one inch thick. No throttle bore adjustable carburetor spacers. No dual carbs. Aftermarket air filters OK. Aftermarket fuel pumps OK. All pumps must mount in stock location. No electric fuel pumps.

**CYLINDER HEADS – Cast Iron only, No porting or polishing.**

**EXHAUST** – Round tube headers only. All primary header tubes must enter directly into one collector, at same point at end of header. Must remain dual exhaust, no cross-over or Y-pipes.

**IGNITION** - One 12 volt battery only. Must be mounted securely in rear of drivers compartment or trunk area. One distributor in stock location only. No modifications allowed. MSD style distributors and ignition boxes allowed. Plugs and wires may be aftermarket. Ignition on/off switch must be clearly marked. No traction control devices of any kind. .

**INTAKE MANIFOLD** – Cast Iron or Aluminum.

**OIL SYSTEM** – Extra capacity pan or accusump OK. Oil pumps in stock location No Dry sumps.

**FUEL – GASOLINE OR RACE GAS ONLY! NO METHANOL-NO ALCOHOL- NO NITROUS OXIDE OR PROPYLENE OXIDE. NO E-85, NO AEROSOL CARBS!.**

**FUEL CELL** – Racing fuel cell required. No boat or stock automotive fuel tanks. Must be securely fastened inside trunk of car and mounted around cell, by at least two steel straps no smaller than 1/8" by 1". Trunk floor and wells must have drain holes cut so as not to allow spilled fuel to be trapped in trunk area. Radiator cannot mount higher than hood or extend through hood. Electric fans OK.

**REAREND** – Must be locked, spool or mini spool recommended. Aftermarket axles OK. 9" Ford under any body OK. No limited slips such as Gold-Trac, Detroit Locker, Etc. Floaters OK.

**STEERING/DRIVER LOCATION** – OEM STEERING GEAR BOX IN STOCK LOCATION FOR FRAME USED. Quick steer boxes OK. Aftermarket pump OK. Aftermarket steering wheel with disconnect OK. Driver must sit in left front quadrant of Racecar.

**SUSPENSION** – Rear leaf, coil, or torsion bar as OEM produced for make frame used. Steel racing springs OK. Coils must be minimum 4.5" outside diameter. No coil-overs. Only one spring and shock per wheel. Spring spacers or lowering blocks for ride height adjustment OK. Steel body racing or stock shocks OK. **NO Aluminum shocks. No Shrader Valve Shocks** No air shocks. Weight jacks, and rear leaf spring shackles OK. No cockpit operated shock or spring adjustment devices. No fabricated or aftermarket traction devices. No J bars or Pull bars.

**Front:** Spring must mount in stock location. No aluminum upper or lower A-Frame

**Rear:**

**Coil Spring Cars:** May off set rear springs from rearend housing. **May use fabricated rear control arms and mount in stock mounts for make and model car +/- 1" side to side.** Lower control arms mounts can be no lower than 4" max length to center of bolt hole from bottom of rear-end +/- 1".

**Leaf Sprung Cars:** Must retain front spring mount in stock location, mounts must be located outside frame rail. **NO extra mounting holes. Brackets with extra holes, then the holes must be made unusable and not adjustable at track. Dimension: Forty-two inches (42") +/- 1" wide side to side on front mounts, Forty-Four inches (44") +/- 1" on rear mounts,** Aluminum lower blocks and rear shackles allowed. **NO sliders front or rear.**

**NO THREE LINK or FOUR LINK SUSPENSION**

**TRANSMISSION** – Automatic or standard, OEM. Approved OK on any car. Driver must be able to put car in forward, neutral, and reverse while running. Transmission cooler OK and may be attached to cage Scatter shields or blow proof bell housing mandatory. No Aluminum bell housing allowed! Mini Clutch or Direct Drive OK but must be mounted to the crankshaft. Minimum 2" diameter steel drive shaft, must be painted white, and must have drive shaft loop mounted 6" back from front U-joint. Bert and Brinn transmission OK. No reverse mount starters.

**TIRES** – **Grooved Hoosier Pull Offs only**, Tires are subject to track approval.

**WHEELS**- 15" dia. Steel wheels only - maximum 10" width, racing wheels OK. **Steel 10" Wide 5 Wheels Ok. Wide 5 Wheels with Aluminum hub must add 25 lbs per axle in front of mid-plate.** One inch (1") steel lug nuts required.

## **STREET STOCK RULES**

**Any changes to 2017 Batesville Street Stock rules will apply**

- 1. Street Stock weight rule is 3000 lbs with driver after race.**
- 2. Any American production make or model car (or truck) from 1967 to current year. Body must match frame and year.**
- 3. Any Uni-body cars must have center supports welded to connect front And rear frame.**
- 4. No square bodies and no chopped tops. Tops must be stock. Must be a miniumum of 14 inch window opening.**
- 5. Wheel base must remain stock according to year model. No more than one inch difference from side to side.**
- 6. All car body must remain stock appearing .**

- 7. All glass, chrome and trim must be removed. All flammables removed.**
- 8. Windshields must be replaced with protective screen and have 3 small bars in front of driver.**
- 9. All cars must have bumpers front and rear. Tow hooks mandatory on front and rear of car or truck. Center of bumper or loop bar must be 20 inches maximum.**
- 10. All doors must be welded shut.**
- 11. Bars may be added, front and rear, to protect radiator and gas tank.**
- 12. All cars must have radiators in engine compartment only.**
- 13. Engine setback: No.1 plug must be no further back than ball joint.**
- 14. All cars must use 2-barrel carburetors. GASOLINE OR RACE GAS ONLY! NO METHANOL-NO ALCOHOL- NO NITROUS OXIDE OR PROPYLENE OXIDE. NO E-85, NO AEROSOL CARBS!**
- 15. No more than 500 CFM maximum 1 11/16" throttle bore maximum. Holley's are okay.**
- 16. Headers are okay. any battery fire distributor. No aluminum heads. No aluminum blocks. No dry sump oil pumps.**
- 17. Manual fuel pump only. No electric fuel pump. Any Aluminum Intake.**
- 18. All cars must have gas tanks of heavy duty construction and must be securely fastened to the frame in the trunk of the car.**
- 19. ALL CARS MUST HAVE STEEL FIREWALL, AND STEEL FLOOR PAN TO REAR OF DRIVERS SEAT, AND EXTEND FROM DRIVERS STOCK FRAME RAIL TO PASSENGER STOCK FRAME**

**RAIL. FIREWALL MAY BE CLEARANCED FOR HEADERS, AND HAVE FULL DRIVE SHAFT TUNNEL. RIGHT SIDE FLOOR PAN MUST BE SAME LEVEL AS DRIVERS SIDE FLOOR PAN. YOU MAY MAKE A STEEL FLOOR PAN AND FIREWALL. 20 GAUGE MINIMUM STEEL WITH DRIVE SHAFT TUNNEL, FULLY WELDED AND ENCLOSED.**

**YOU MAY MAKE FIREWALL AND FLOOR PAN OUT OF THICK HEAVY GAUGE ALUMINUM, .080" MINIMUM THICKNESS, AND MEET THE SAME CRITERIA AS STEEL FIREWALL AND FLOOR PANS.**

**NO TUNNELING FLOOR PANS LIKE LATE MODEL OR MODIFIED. IF PASSENGER SIDE ENCLOSED, AN INSPECTION DOOR MUST BE INSTALLED 8" X 8" MINIMUM. BODY MUST BE CENTERED ON CHASSIS, BE STOCK APPEARING IN ALL WAYS. FIREWALL MAY BE CUT OR MOVED FOR DISTRIBUTOR CLEARANCE**

**20. must have working clutch and transmission. Clutch must be on crankshaft.**

**21. No bert transmission or after-market transmission.**

**22. Racing shocks are allowed.**

**23. Tubular A-Frames are allowed. Lower must be stock and in stock location. Non-Adjustable Tubular Upper A-arms.**

**24. Weight jacks are allowed.**

**25. Rear ends may be locked. Suspension must remain in stock position. No chain on suspension. May use Ford in Chevy, etc. \*Stock length trailing arms with stock bushings. \*Trailing arm brackets must be in stock location and mounted equal on each side. NO extra mounting holes. Brackets with extra holes, then the holes must be made un-usable and not adjustable at track. Lower trailing arms may not be mounted lower than 4" below**

housing to center of mounting bolts. Lower trailing arms should be equal distance from rear-end and side to side.

**26. TIRES – Asphalt pull-offs - Hoosier or Goodyear. NO mud plugs. RIGHT REAR BEAD LOCK OPTIONAL.**

**27. Steel wheels mandatory. 10 inch wheel maximum. Large steel lug nuts on all 4 wheels.**

**28. Drive shafts must be painted white and have a hoop around front end of shaft.**

**29. All cars must have at least 24 inch numbers on both sides and top.**

**30. A full 4 post roll cage is required. Roll cage must be cross braced with a minimum of 3 bars in both doors RECOMMENDED but X bar ok in right door. Cage must be minimum of 1 ½ inch pipe of .095 thickness. Cage must be cross braced in top with X braces. Must have original floor pan.**

**31. All cars must be equipped with racing type seat belts that are safety approved. All belts must be securely fastened to the frame and roll cage. All drivers must wear safety approved fire suits and helmets. All cars must have a fire extinguisher within reach of driver.**

**32. All cars may use stock spoilers for their year model car or a 4 inch fabricated spoiler. Side panels can only be 6 inch long and no higher than the spoiler. \*All cars maximum height from top of spoiler to ground should be 44 inches. All trucks maximum height from top of spoiler to ground should be 46 inches. No floppers or fender skirts on front end like late models. Monte Carlo deck height should be no taller than 40 inches. Tire must remain visible outside of body. Top of Spoiler should be 44 inch maximum. All deck lid area must slope down from C pillar area to spoiler.**

**33. All cars are subject to track official's approval.**



# Texas Outlaw Stock Car Rules

Any changes to 2017 TOSC rules will apply

Tires-

American Racer KK704, G60, Any Asphalt NASCAR Pulloffs, and DOT. 8 Inch Rims & Tires Only. Beadlocks allowed on right side only. Current tire rule allowing soft 500s will be legal for 2016 and revisited at end of season.

Imca fire wall rule is legal

Carburetor- Holley 500 or Holley 350 ONLY. Carb must pass a no go gauge.

Engine-

1. Steel heads, block and oil pan only.

2. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W blocks.

3. No aftermarket blocks.

4. Castings and fittings cannot be changed, no machine work on outside of engine.

5. No cubic inch limit.

6. NO roller cams or lifters allowed. Full roller rocker arms allowed.

7. Flat tappet cam/lifters only. No mushroom lifters. Cannot alter lifter bores.

8. OEM firing order cannot be changed.

9. Steel or aluminum water pumps allowed. 'Wet' sump oiling system only.

10. Accumulator allowed – cannot be located between seat and door bars.

11. Below are the modifications that are allowed:

- . Aftermarket valve covers
- . Valve cover breathers
- . Screw-in studs
- . Poly locks
- . Aftermarket valve springs
- . Guide plates

- . Claimer oil pans
- . Reduction pulleys OK
- . Stud Girdles

12. 4. Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground.

Engine Rules Packages-

Option 1-

368 Cubic Inches or smaller will run at 2850 LBS, Will run any aluminum or cast iron intakes (no custom sheet metal), no porting or polishing, and can run a 6" Spoiler

Option 2-

Unlimited Cubic Inches Will Run at 3000 LBS, Will Run Edelbrock (2701, 2716, 2176, 3721, or 2181), Weiand (7547-1, 7515, 7516, 7545, or 8323), any low rise stock 4 bbl intake (no porting or polishing, webbing on top may be removed up to 1", and cannot run a Spoiler

Chassis-

1. Any American OEM full body rear wheel drive passenger car 1964 or newer.

2. Trucks:

May be built from full size, shortbed, regular cab ½ ton truck

May move rear axle to top of leaf spring

Must retain stock wheel base and motor location

Must conform to all other applicable Street Stock rules

Weight – Track option to enforce a minimum weight of 2850 with motor option 1 and 3000 with option 2, after race with driver in car. NO TOLERANCE.

Wheelbase must remain stock(+/- 1 inch) Chevy and Ford 117" Dodge 115"

Bed cover may be used but is not required

Bed cover must be bent up or down on rear to not be a danger to other cars, the bend may be used as the spoiler if wanted

3. Minimum wheelbase of (107) inches required for all cars. Maximum (2") difference side to side permitted.

4. Full frame cars must retain front frame horns. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with minimum 0.095 inch wall thickness, same length as material removed. Factory seam must

remain visible.

5. All unibody cars must have front frame and rear frame tied together. Frames may be "X" braced. No station wagon, front wheel drive, or 4 wheel drive frames permitted. All frame crossmembers must be unaltered, in stock location (exception: transmission crossmember may be altered or removed, horn may be removed from center of front crossmember, and weight-jacks may be added (see sections 10 and 18). Must have a 360 degree driveshaft loop no more than 6" behind the front u-joint. Must be minimum 0.250" x 2" steel or 1" tubing.

6. Rear bumpers may be fabricated of round tubing with a minimum 1.250 O.D. (maximum 2 inch) 0.083 (maximum 0.250) wall thickness. Rear bumpers may not extend past the width of the body. Front bumpers may be OEM or fabricated with round tubing minimum 1.250 O.D. (maximum 2 inch) 0.083 (maximum 0.125) wall thickness. Corners must be bent and round. Ends of tubing must connect to front frame horns.

7. Motor mounts may be aftermarket and engine may be moved back. For GM metric frames center of fuel pump must be located minimum 1.75 inches in front of cross member or from back of block to front of crossmember (measured at frame) – 18.75 inches (GM), 22.625 inches (Ford), 21.75 inches (Chrysler) Crossmember may be notched for fuel pump. All others must have ball joint in line center of #1 and #2 spark plug (+ or – 1").

Roll Cage-

1. Main cage must consist of continuous hoops, minimum 1.666 inch O.D. (1.750 recommended) with a minimum 0.095 wall thickness (low carbon or mild steel recommended). Four post main cage required and must be properly welded to frame, NOT floor pan. Poor or missing welds may be deemed unsafe by a track official and may result in disqualification.

2. A minimum 1 crossbar (minimum 1.666 O.D.) required in top halo and must be welded diagonally. Rear halo must be "X" braced. Front and rear down bars must be tied side to side. Top door bar must be a minimum of 36 inches inside to inside of front and rear down bars. Must be a minimum of 26 inches at bottom of top halo measured inside to inside of front and rear down bars. Must be a minimum height of 16 inches from top of door bar to bottom of halo. With helmet on and driver securely strapped in driver head must not protrude above bottom of roll cage. All bars within reach must be padded with a material accepted by track officials, flame retardant recommended.

3. Minimum of (4) 1.666 O.D. or (3) 1.750 O.D. horizontal door bars required on driver side (minimum 0.095 wall thickness). Horizontal door bars must be

mounted perpendicular to frame and must have a minimum of (4) uprights from frame to top door bar.

4. Steel door plates made of 18 gauge or 0.049 inch minimum thickness must be securely welded to outside of driver door bars. Plate must cover from top door bar to rocker and must extend from rear down bar to 5 inches in front of front edge of seat. Plate must be visible for inspection.

5. Rear kickers (down bars) and fuel cell protection required (minimum 0.083 wall thickness), front hoops are allowed. If front hoop is not used must have two front kickers (down bars) welded to frame no further back than front of upper a-arm. Fuel cell protection and front kickers or hoop must be a minimum 0.083 wall thickness and 1.250 O.D. A maximum of (2) additional bars may be added for radiator protection not counting bar tying frame horns together and must be within confines of the body. Fuel cell protection must be same height as fuel cell and extend from frame rail to frame rail (maximum 1.750 O.D. tubing allowed) and must remain inside confines of the body.

6. All vehicles MUST have tow loop or strap mounted front and rear and must be easily accessible.

#### Rear Suspension-

All components and mounts must be steel. Suspension type must match type of frame used.

All rear suspension must be stock-type. (no 3-link, 4-link, etc.)

#### Metric Cars

No bearing type or offset bushings allowed. Lower control arm mounts may be 7.5 inches long maximum. A total of 5 holes may be drilled to allow for lower control arm adjustment. Fabricated rear trailing arms allowed and must remain stock dimensions.

Upper control arms must be level side to side and non-adjustable and must remain stock dimensions, may be fabricated with 2x2 tubing.

No independent rear suspension. No sway bars, panhard bars, chains or cables.

Coil springs must be minimum 4.5 inches O.D. and non-progressive.

Weight jacks allowed and must be in stock spring location

#### Leaf Sprung Cars

Must retain stock front spring mounts.

Aluminum Lower Blocks And Shackles allowed on rear

Leaf springs must match car type (Camaros must use Camaro springs,

Chryslers must use Chrysler springs)

No Monoleaf configurations

## Front Suspension-

All components and mounts must be steel, unaltered OEM, in OEM location and match frame, except for upper a-arms. Upper A-frames may be replaced using aftermarket upper A-frame (steel or aluminum cross shaft allowed). Bolt on spindle savers allowed. Upper A-frame mount may be non-adjustable steel weld on and may be moved from OEM location. Bolt pattern must match OEM mount bolt pattern.

Magnet must stick to all components.

Weight jacks allowed. May not be adjustable from inside driver compartment.

Must be in stock location.

Coil springs must be minimum 4.5 inches O.D. and non-progressive and 1 piece.

## Shocks-

1. One unaltered steel body shock, nonadjustable, per wheel. No coil-over shocks, air shocks, remote reservoir shocks. No Schrader or bladder type valve allowed. No coil-over eliminators.

## Body-

1. 1964 or newer American OEM stock passenger car bodies or aluminum aftermarket pro stock bodies allowed aftermarket bodies must have at least one door bend on each side (NO LATE MODEL WEDGE BODIES OR SLAB BODIES). All bodies must have all four fenders and must resemble a production vehicle. All bodies must be approved by officials. All glass, plastic, upholstery, rear seats, lights, mirrors and chrome must be removed. Interior tin or other covers not allowed. Doors must be welded or bolted secure. All sunroof and T-top openings must be covered with sheet metal. Must have nosepieces. Fabricated bodies must have 8" tall strip of sheet metal secured to deck lid and quarter panels on the rear of body above bumper.

1. Can use an after market roof.

2. Front OEM firewall may be replaced using steel fabricated firewall, 18 gauge or minimum 0.049 inch thickness. Top of firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Bottom of firewall can be no further back than rear of oval body mount frame hole.

Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, rear can be no higher than front, except for cowl in front of driver.

OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge or minimum 0.049 inch thickness, securely welded to frame. Floor pan may be replaced from front firewall to rear halo supports. Floor pan must remain

flat/OEM appearing from frame rail to frame rail, can be no higher or lower than top or bottom of frame rail. Exception is maximum 8-inch tall driveshaft tunnel. Tunnel must remain similar to OEM tunnel in size. Interior may be decked, must have access panel for inspection. Rear firewall may be aluminum or steel and no further forward than rear halo and no higher than bottom of rear opera windows. All holes in firewalls must be covered with metal. No driver-adjustable devices allowed while car is in competition except brake bias adjuster. No mirrors. Hood must be secured by a minimum of four hood pins located at all four corners. No tilt front ends, hood must be separate from fenders. Back of hood must be sealed from driver area.

2. Front nosepieces and rear tailpieces must be securely riveted or bolted in place.

3. Spoilers are allowed with a max width of 60" not to exceed outer edge of body, max 7" of material height and no more than 3 supports allowed. Spoiler ends and supports may exceed 1" height of spoiler center and are allowed a maximum length of 12". No space between deck lid and bottom of spoiler is allowed

4. Appearance:

a) All racecars must have numbers that contrast to body color and must be minimum 4 inches thick and 18 inches tall for both sides and must be 4 inches thick and 20 inches tall for roof and must be clearly legible.

All racecars must have numbers on the right rear corner of the back of the vehicle and must be minimum 4 inches tall.

b) Officials reserve the right to approve or disapprove any image of lettering or sponsorship on any racecar or pit vehicle entering race surface. Keep in mind this is intended to be a family fun facility.

Maximum seven inch visor allowed on front windshield area. This includes additional tape.

Maximum one inch wide by two inch tall steel rub rails allowed – bolted flush to body.

Rear End-

1. OEM and Ford nine-inch rear-ends and floater rear-ends are permitted, but must be mounted like stock rear-end for that make and model. No quick change allowed.



2. Rear-end may be welded, mini spools and full spools allowed. No torque dividing differentials.
3. Rear-end must be centered on chassis.
4. One inch inspection hole in housing required.
5. Gun-drilled or titanium axles are not allowed (axles must be made of steel).
6. All mounts must be securely welded, no floating or clamped mounts.

#### Transmission:

##### Automatic Transmission

Must be OEM automatic

Must have 10 inch working or dummy torque converter or coupler. Lightened flex plates are not allowed.

At least one forward, reverse and neutral gear must be operational.

Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. Flexplate must be full, recommend SFI approved. Manual bump starts allowed.

##### Standard Transmission

3 or 4 speed OEM transmissions. Must have at least one forward and one reverse gear.

Flywheels may be lightweight. Must be able to stop and take off unassisted.

Direct drive Brin internal fluid assist style transmission is allowed.

Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flywheel. Flywheel or flexplate plate must be full, recommend SFI approved. No manual bump starts allowed.

#### Brakes-

1. Steel, unaltered OEM, or unaltered OEM replacement, four wheel disc or disc (front) and drum (rear) brakes. Steel hat and rotor assemblies allowed on floater rear ends, must be stock diameter .Aluminum GM drums are not allowed.
2. Aftermarket pedal assemblies with single or dual master cylinders allowed. No oil bath front hubs. Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs. Must use OEM vented rotors. Drilling, lightening and/or scalloping rotors are not allowed.
3. Brake proportioning valve allowed on right front only and may not be within reach of driver.
4. All calipers must be OEM steel
5. Must have three functional brakes. Only right front may be omitted. Brakes will be tested!

## Fuel System-

1. Automotive gasoline or racing gasoline only! NO E85. Additives of any kind are not allowed.
2. Electric or belt driven fuel pumps are not allowed.
3. A limit of one (1) standard fuel filter is allowed between the fuel cell and the carburetor. Fuel filter cannot be mounted in the driver compartment. Cool cans are not allowed.
4. No cool cans or cold air boxes or air cleaner ductwork.
5. Carburetor: One (1) properly installed carburetor is permitted. May use altered Rochester 2bbl, Motorcraft 2bbl, or Holley 0-7448, 0-80787-1, 0-4412, or 0-80583-1. May use a one and three-quarter (1 ¾) inch butterfly. See engine rules for intake specifications.
6. Fuel cell must be commercially manufactured for racing applications. No boat or stock automotive fuel tanks. Must be securely fastened inside trunk area of racecar. Fuel cells must be in steel container. All mounts must be made of steel and surround the fuel cell and attached to frame or roll cage.
7. Must have check valve. Fuel cell vent, including cap vent, must have check valves, a flapper spring or ball-type filler valve.

## Steering-

1. All components must be steel unaltered OEM, in OEM location and match frame. OEM steering column may be replaced with steel steering shafts (steering shafts must have a joint every 5 ft., collapsible steering shafts highly recommended). Steel knuckles only.
2. Steering wheel and quick release (required) may be aluminum.

## Electrical/Ignition-

1. One 12 volt passenger car battery only, must be securely mounted between and above frame rails, and must be covered with rubber or nonconductive plastic. Battery must not be mounted in driver compartment.
2. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.
3. Only one (with no live timing adjust) ignition box is allowed. Coil must remain in cap for HEI type ignitions. All ignition wiring must be accessible for inspection.
4. High End Rev Limiters allowed, may use MSD P...se MSD PN 8728 or MSD box
5. No unapproved cameras, transmitting or listening devices (exception is one-



way RACEceiver radio by officials), timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach.

6. All wiring must be visible for inspection. OEM type alternator with internal regulator allowed. No electronic traction control devices.

7. Kill switch required within easy reach of the driver. The switch must be clearly marked "OFF" and "ON". All battery cables and electrical must be securely mounted and protected.

Exhaust-

1. Round tube headers only. Headers must expel gasses away from the drivers compartment. No zoomies, or Tri Y, allowed. Exhaust may not protrude through hood or floor pan. Exhaust cannot be connected, no crossovers or equalizer tubes. All tubes must meet at one collector. No electronic devices allowed. MUFFLERS NOT REQUIRED

**All cars are subject to track official's approval.**

**PROTEST RULE: See General Rules**