

COMPETING MODELS

1. 1955 or newer standard size American made cars. (2 or 4 door)
2. Wheelbase must be stock; 102" minimum, maximum 116" (+ or - 1")
3. No convertibles, station wagons, trucks, 4 wheel drives or front wheel drive allowed.
4. Car must weigh a minimum of 2900lbs, after race with driver.

BODY

1. OEM factory steel.
 - a. Aftermarket aluminum and steel replacement panel permitted.
 - b. Homemade steel or aluminum panels permitted.
2. No composite bodies permitted Other than nose and tail cone
 - a. Composite hoods permitted.
3. All bodies must be mounted so that the car remains as close to stock appearing as possible.
4. Boxed interiors permitted with full floor pan in driver's compartment.
5. Must have factory or plastic nose & tail pieces. (NO OPEN FRONT OR REAR ENDS)
 - a. Homemade nose and tail pieces permitted.
6. Must have fenders, hood, and trunk deck lid.
7. Basket type bumpers behind nose and tail piece allowed.
 - a. 1 ¼" black pipe maximum for bumpers.
8. Spoiler height- 8" of material maximum and no wider than the car.
9. Spoiler braces- 3 braces maximum.
 - a. Must be triangular in shape.
10. No glass or Lexan windows.
11. No additional Lexan attached to body other than spoilers.
12. No mirrors.
13. Nerf Bars must be level with center of axles plus or minus 5".
 - a. Max 1" from body and a Max O.D. of 1".

FRAME

1. Must be stock.
2. Reinforcement of Uni-body recommended.
3. 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.
4. Factory seam must remain visible.
5. Uni-bodies must tie rear frame to front frame.
6. Frames may be "X" braced.
7. Must have tow hooks/chains or suitable hook points on front and back.

SUSPENSION AND STEERING

1. Weight jacks are allowed.
2. Racing shocks, front and rear are allowed.

3. Racing springs, front and rear are allowed.
4. Tubular upper A-arms allowed, non-adjustable.
5. Aluminum and/or titanium components are not allowed. Magnets must stick to all components.
 - a. Shocks may be aluminum
6. Heim steering links are allowed

BRAKES

1. All 4 wheels must have brakes, and must be functional.
2. Stock mounting locations.
3. OEM style rear disc brakes allowed

REAR ENDS

1. All rear ends must be locked, welded, mini spool or limited-slip differentials.
2. Ford 9" allowed with all makes of cars.
3. Floater and or Grand National rear ends allowed.
4. No quick change.
5. Rear suspension must match frame with stock mounts.

ROLL CAGE

1. All cars must have a 6pt steel roll cage protecting the driver's compartment. (See Safety rules for specs)

WHEELS

1. Race wheels recommended, stock wheels ok if drilled for 5/8" stud
2. 5/8" wheel studs required.
3. Maximum wheel width 8 inches.
4. Bead locks are acceptable, on all wheels.

TIRES

1. No lug or studded tire allowed.
2. Race tires are permitted ~ 8" max width.
3. Use of DOT "Doughnut Tires" is prohibited.

ENGINE

1. Small blocks only / 410 CU Maximum.
2. Drive train must be in the center line of car.
3. Engine may be set back no further than the #1 spark plug inline with the front ball joints.

BLOCK

1. Standard production OEM cast iron V-8 blocks or aftermarket OEM style with Nodular iron caps only.
2. No aftermarket main caps allowed. Main studs and cap straps are allowed.
3. De-burring block and plugging deck to strengthen block permitted.

4. Plug or vent and screen oil drain holes in lifter valley permitted.
5. May surface block.

CRANK

1. Steel cranks only. (Cast or Forged)
2. Stroking or de-stroking allowed.
3. No lightening or knife edging crank.
4. Turning down counter weights for balancing only No drilling crank pins.
5. May balance engine.

RODS

1. Steel rods only.
2. High performance rod bolts and nuts permitted.
3. Polishing rods allowed.
4. Press-in or floating pins permitted.

CAM/LIFTERS

1. Flat tappet cam permitted.
2. Solid or Hydraulic lifters permitted.
3. Hydraulic roller cam permitted NO SOLID ROLLER!!
4. Firing order must be stock.
5. Lifter retaining tray permitted.
6. Lifter must be OEM diameter for engine being used.

TIMING

1. No aftermarket belt drives.
 - a. Aftermarket chain or gear drives permitted.

HEADS

1. Any Stock or Aftermarket iron head approved.
2. Stock OEM aluminum heads approved.
3. May surface heads. (No CC limit)
4. Steel valves only.
5. Maximum valve size for all engines;
 - a. Intake 2.020, Exhaust 1.600.
 - b. Allow for Ford stock valve size.
6. Minimum valve stem diameter of 11/32" for SBC.
7. Under cut stems permitted.
8. Any valve guide type permitted.
9. Any diameter valve springs permitted.
10. Any valve keepers permitted.
11. Steel retainers required. No titanium
12. Guide plates and screw in studs permitted.
13. Roller rocker arms permitted at any ratio.

14. No aftermarket shaft or pedestal mounts rocker arms on Chevy.

a. If standard production heads came with shaft or pedestal mount rockers, they will be permitted.

HARMONIC BALANCER

1. Fluid damper permitted.

WATER PUMP

1. Cast or aluminum permitted.

OIL SYSTEM

1. Wet sump system only.

2. No dry sump system permitted.

3. Racing oil pan and/or windage tray permitted.

4. Remote oil filter and cooler permitted.

FUEL PUMP

1. Mechanical or electric pump allowed.

a. Electric pumps must have shut off switch clearly marked.

FLYWHEEL

1. Steel or aluminum flywheel permitted.

CARBURETOR

1. Limited to a single four or two barrel carburetor.

2. 750 CFM maximum.

3. No fuel injection, turbo, or blowers permitted.

4. No polishing or porting of carburetors permitted.

5. On standard type Holley's choke, horn may be removed.

a. No lower than the breather gasket flange.

INTAKE

1. Any single carburetor intake permitted.

2. A single one inch size carburetor spacer will be permitted.

DISTRIBUTOR

1. Advance kits permitted.

2. Ignition booster or amplifier to ignition permitted.

3. No dry cell battery pack to ignition.

4. Alternator, if used must be wired to the battery.

a. No loop system wiring to the distributor.

STARTER

1. All cars must have a starter in working order.

2. One (1) automotive type battery only.

EXHAUST

1. Collector type headers (long tube) or cast iron manifolds permitted.
2. No 180 headers will be permitted.
3. Manifolds and/or headers must exit downwards.
4. Exhaust must exit rear of transmission cross-member under rear of car.
 - a. Recommended 90deg turn downs.
5. Maximum 3" exhaust pipe.

CLUTCH

1. Multi-disc clutch permitted.

TRANSMISSION

1. OEM standard production auto or manual transmission
2. Must have at least one forward and one reverse gear in working order.
3. Bert, Brinn and Falcon transmissions are approved. Must use a stock style flex plate. Must use a steel bellhousing. No reverse mount starters or bell housings.
4. Automatic transmission permitted and coupler allowed.
5. Automatic transmissions, recommended to have scatter-shields.
6. Manual transmissions must have explosion-proof steel bell housings.

FUEL CELL/FUEL

1. Approved racing fuel cell required. Max 32 U.S. gallons.
2. Must be securely mounted with two - 1" metal straps in the trunk area of the car, inside metal box, if the floor pan has been removed.
3. If the floor pan has been removed, the fuel cell is to be mounted no lower than top of rear axle.
4. Gas only. Octane booster is permitted. No alcohol this includes E-85, no nitrous oxide, no nitro methane, or other additives.

TRANSPONDER

1. Must be located within 24 inches of the Firewall, recommend welding a tap to the frame in front of the upper control arm on the inside of the frame.