

General

1. Everything stock unless otherwise stated.
2. Tech man has right to check this every week
3. No nitrous or traction control
4. May run engine fan but no electric fan
5. May run air breather, aftermarket ok. Cannot protrude through hood. No air box · ford solenoid, radiator, and fan shroud can be made from aluminum
6. Battery may be moved to inside driver's compartment but must be enclosed and securely mounted
7. All vehicles must have seamless tubing 4-point roll cage with X braced hoop behind driver and a minimum of three door bars with vertical bracing from top to bottom. Where bars connect to frame must be a minimum 1/4-inch steel plate welded to frame in a secure and safe manner. Main components of 4-point cage and driver's door bars must be at minimum 1.5"x.095" tubing.
8. May run bars to radiator but may not protrude outside of body
9. May run bars to back but no bumper bars protruding outside
10. Fuel cell mandatory with 22 gallon max, must be mounted securely inside of trunk with steel firewall between driver and fuel cell - hole in trunk may have 3" clearance cut around cell
11. Front fender wells may be removed
12. No lead or any weight may be added to car
13. Exhaust must be stock cast iron. Pipe must be straight and same size as collector. No center dump manifolds. No x, h, or y pipes.
14. Aluminum radiator ok
15. Radiator cradle may be replaced with 1" square tubing or smaller. bottom and sides must be inside of frame rails, top may go from fender to finder.
16. No gutting of hood (may make clearance for radiator cap)
17. Cars must have number on sides and top and able to be read by score tower
18. Stock brakes

Rims and Tires

1. 14" or 15" rims only. Battle bands allowed on Stock wheels only. Mud covers ok
2. 7" racing wheels legal - must have 3" OR 4" backspacing but all wheels must be the same - no spacers - may run beadlocks on right side
3. No dot racing tires
4. Tires - any 70, 75, or 78 series street legal D.O.T. Tires - doesn't have to be same size
5. No truck, mud grips, high performance, directional, special order, snow, trick gumball, fancy, or exotic tires of any kind
6. Large 1" lugnuts are ok

BODY

1. Stock unless otherwise stated
2. 1968 or newer American made car

3. Complete stock body must be retained. Can cut 2" below factory crease to replace body panels, must be 20 gage steel and look stock
4. May use steel doors but must look stock and I do mean stock 20 gauge steel
5. May run rubber nose - top and bottom OK
6. May replace stock bumper with tubing, 1 3/4" .095 or smaller (corners must be tuned with no sharp edges, no kickers or supports)
7. No cutting, chopping, channeling, shortening
8. Hood hinges may be removed
9. All chrome, plastic and glass must be removed
10. Steering column can remain stock, or replace with rod, may use quick release steering wheel · may use hood pins to hold hood down
11. All firewall holes must be covered
12. Must have stock firewall in original location
13. May replace dash with sheet metal
14. Throttle rod and racing gas pedal may be used
15. Wheelbase/frame-Stock only

ENGINE - BOTTOM END

1. Engine must be strictly stock for that make and model and in original mounts NO MORE THAN 358 cubic inch
2. Repaired engine parts must be approved by tech.
3. ARP rod bolts ok
4. Stock type oil pans only, no baffles
5. 1-piece rear seal block ok
6. No high-performance engines
7. .060 over bore max.
8. Stock blocks only
9. Must be stock replacement low compression piston
10. No flat top 4 eyebrow piston - must be dished
11. No cutting tops of pistons
12. Speedpro H423 NCP replacement piston ok
13. Pistons must be at least .009" in block
14. No bottoming of lifters
15. Stock crankshaft
16. No knife edging or lightening, etc
17. Cast crank must weigh 48 lbs.
18. No stroking or de-stroking
19. No balancing
20. Journals may be turned no more than .060"
21. Rod width may not be less than .940
22. Stock timing chain gear set only no offset keyways
23. No offset woodruff keyways
24. Balancer 6 3/4 by 1" no machining
25. No powder rods in any engine

HEADS

1. Heads for make and model
2. Heads can't vary more than 4cc's from stock, min of 72cc
3. No angle milling
4. Stock size of valve for make and model
5. No under-cut or cutting of valves
6. Valve springs can be z28 springs
7. Shims can be used under valve springs with a limit of .60 per spring · may use off set locks but not with shims
8. Any stock steel replacement retainers or equivalent or heavier than stock · rocker arms must be stock, no long slotted rockers
9. No porting or polishing
10. Steel valves only
11. Stock stem diameter
12. Cannot run 993 or 441 heads
13. No cutting under 45- no competition valve job - no 3 angle valve jobs allowed

INTAKES

1. Stock cast iron
2. No Holley pattern factory intakes
3. Aluminum intakes on factory original cars must remain unpainted · Can block off exhaust gas crossover

CARBURETOR

1. must be a stock 2 or 4 barrel only
2. No modifications except choke flap removal 4
3. No removal of choke horn
4. No spacer of any kind 1/4 inch gasket only

CAM

1. Stock timing chain only
2. Cloyes C-3023X adjustable timing chain is permissible
3. .390 - .410 lift
4. 112 lobe separation +/- 1 degree
5. Advancing or retarding the cam in car with adjustable timing ok · Cloyes C-3023X only - no cam buttons
6. Stock cam or stock replacement cam only
7. Duration for intake + a 2 degrees variance
8. .006 - 256 degrees
9. .050 - 195 degrees
10. .200 - 95 degrees
11. Duration for exhaust + a 2 degrees variance

12. .006 - 261 degrees
13. .050 - 202 degrees
14. .200 - 106 degrees
15. Must have 18" vacuum at 1000 rpm
16. Hydraulic cam and lifters only
17. Cams CS-274 Sealed Power and CCS-2 Melling are a stock produced cam and will be looked at with a little more variance. All custom ground cams will be required to meet the above specifications.

TRANSMISSIONS

1. Automatic transmission torque converter stock type and 11" minimum · may have a cooler mounted in the driver's compartment · automatic transmission only - no power glide
2. May run an aftermarket shifter.

DRIVE SHAFT

1. has to be stock for model of car
2. No carbon fiber
3. A "U" or square type safety loop on front of drive shaft assembly is required

IGNITION

1. Stock type ignition
2. Stock type distributor only 5
3. No high performance distributors or high performance parts · no altering firing order

REAR ENDS

1. NO SWAY BARS ON REAR END
2. Must be stock for make and model
3. No gear lower than 3.73
4. May weld spider gears
5. Positraction rear is permissible
6. Shocks must be in stock location
7. No lightening of any parts
8. All components must be made of steel

SUSPENSION

1. NO SWAY BARS ON REAR END
2. Shocks must be O.E. or O.E. replacement type only, no improved performance shock of any type including but not limited to Bilstein, QA1, etc. No modifications to shocks whatsoever including painting. Shocks must have visible manufacturer part number or identifying manufacturer mark.

3. 10" maximum arch height on rear springs. Arch height measured with spring removed from vehicle, laying upside down with body mounting points on a flat surface. Spring must be maximum 10" measured 90 degrees from the flat surface to the center bolt of the leaf spring pack. Rear springs must be identical.
4. Front springs must be stock, identical side to side, with 1/2" tolerance allowed on overall uncompressed height between the 2 sides.

PROTEST AND CLAIM RULE BOTTOM END PROTEST \$600, -Acceptance fee \$200, - Track retains \$200. Pick one of the following: 1) Remove crank weigh and inspect crank and journal, visual rod and piston from bottom not removing. Crank will be weighed with gear and pilot bushing 2) Remove 1 rod and piston from the engine. Visual crank and journals in place. PROTEST ANY 3 ITEMS - \$300 -acceptance fee - \$100 PROTEST CAM \$300 -acceptance fee - \$100 -track retains \$100 6 CLAIMER RULE ON TRANSMISSION - \$750- May buy torque converter for additional \$125. Track retains \$50 for transmission and \$25 for converter. Must claim transmission in order to claim torque converter.

**Competitor being claimed may back-buy from person claiming; \$600 transmission, \$75 torque converter.

- Can use transmission for one of the three protested items but it is a visual inspection only to check for type, will not be removed from car

- Shock buy rule \$50 per corner.

**Competitor being claimed may back-buy person claiming; \$40 per corner. Looking for small or unimportant errors or faults will not be tolerated or allowed. We are aware that this rule book may not cover every situation or issue. Officials have final say on ALL protested or claimed item issues. Tech man has final say.