Brookfield Speedway
Pro Stock Rules

Engines General and Location

The maximum engine setback permitted will be the center of the number of one (1) spark plug hole, **must** align with the center of the top of the ball joint.

Crate Engine

A. The General Motors (GM) Engine part number #88958602/19258602 is the only engine permitted in all Pro Stock events.

B. The engine and all components must remain in their original configuration and form as purchased and/or delivered from the factory. Any alterations to the engine will not be permitted, **including treating or coating of any parts**.

C. All engines are to remain sealed from the factory

D. The GM Crate Engine seals (bolt-type) must remain unaltered. Officials may require specific sealing and verification of all seals on any GM Crate Engine. Tampering with and/or alteration of any seals will not be permitted

E. The intended direction of the GM Crate Engine program is to maintain a cost-effective, affordable racing program. Rebuilding, balancing, blue printing and/or any other alteration made in an attempt to influence the integrity of this program will not be permitted. The judgment and determination of any such decision will be at the sole discretion of Officials.

Carburetor / Air Cleaner

A. Only one (1) 650 cfm Holley carburetor, Part Number 4777 or 80777 or Holley HP Carburetor Part Number 80541-2 will be permitted.

B. All engines and all components must remain in their original configuration and form as purchased and/or delivered from the factory. Any changes will result in disqualification from the event. Any alterations to the engine will not be permitted.

   a. The carburetor must maintain the stock venture and throttle bore dimensions.
   b. The carburetor must maintain all stock dimensions, including mounting and stud location on intake manifold.
   c. The booster height must remain stock OEM from Holley. Cutting, tumbling and/or polishing will not be permitted.
   d. Visible modifications will not be permitted.
   e. The following alterations will be permitted;
      1. Holes drilled in the throttle plate for proper idle.
      2. Drilling, tapping and plugging of unused vacuum ports.
      3. Welding of throttle shaft to linkage arm.
      4. Drilling of idle and/or high speed air correction jets.
      5. Milling of center carburetor body metering block surface, maximum of .015” on each side.
      6. Removal of choke plate and shaft.
      7. The jets may be changed as needed.
   f. Gauge measurements (go/no-go) must be met at all times, regardless of carburetor temperature.

   a. The carburetor must remain stock retaining all Holley measurements and dimensions. The carburetor may be adjusted utilizing only specified Holley replacement parts.

   b. Jets, bleeds, needle and seat, emulsion bleeds, power valves, accelerator pumps nozzles and accelerator pump cam adjustments will be permitted.

   c. Physical alteration of carburetor components and/or parts and/or any alterations, machining and/or reshaping will not be permitted. The use of epoxy and/or coatings of any kind will not be permitted.

E. A single unaltered carburetor spacer plate with an unaltered square hole/opening including gasket with a maximum thickness of 1-1/8”-inch will be permitted. Tapering, machining and/or any other alteration to the spacer plate will not be permitted.

F. Only a single conventional round type air cleaner housing with a 5" round hole in the center will be permitted. Ram air, air box and/or heat shield type devices will not be permitted.

G. Air cleaners that provide ventilation through the top cover (such as the K & N brand) will be permitted.

H. Air induction plastic carburetor insert and/or other devices that direct air into the air intake will not be permitted.

I. Air diffusers will not be permitted.

Ignition/Battery

A. **Only stock OEM distributors will be permitted. The distributor must maintain the factory mechanical advance curve to stock OEM specifications. Alterations and/or adjustments will not be permitted with the exception of the distributor advance lock plate may be added. All other components in the distributer must remain factory stock.**

B. Only the black wire must be grounded to the engine block.

C. The rev box must be in clear view without removing the hood.

D. One (1) unaltered , **MSD 8727CT will be the only MSD/DIRTcar RPM (rev) limiting box permitted for competition** must remain operable and working condition, prior to, during and after all racing events. **6000 RPM maximum limit.**

E. The OEM firing order must be retained. (Standard Chevrolet Firing Order: 18436572).

F. Traction control devices will not be permitted. Braking devices that control traction will not be permitted.

G. officials reserve the right to analyze and/or switch ignition boxes and/or rev chips at anytime.

H. The ignition switch must be clearly labeled ON/OFF and easily accessible from outside of the car.

I. All cars must be self-starting.

J. The battery must be securely fastened in place.

K. The battery must remain completely sealed off from the driver's compartment.

L. One American Passenger Car sized battery with terminals on top and a maximum of 12 volts will be permitted. The battery voltage must not measure more than 14.3 volts. Step up transformer and/or any other device designed to increase voltage will not be permitted.

M. A battery shut-off switch, clearly labeled ON/OFF, is mandatory. The switch must be mounted on the left side inner panel (above the steering post). The knob must be outside the panel and clearly visible and easily accessed from outside of the car. It must be wired to take the power off on the positive and/or 'hot' side of the connection. Reference the diagram in the back of this rule book. **MUST SHUT THE MOTOR OFF**

Lubrication/Oiling System/Oil

A. Oil coolers that are mounted under the hood will be permitted.

Transmission/Driveline and Driveline Components

A. Only approved North American and/or Canadian manufactured manual shift transmissions will be permitted. Automatic and/or automatic-type transmissions will be permitted. Three and/or four speed manual transmissions must have all gears working and must have a single clutch disc mounted in the stock OEM location. Clutch and pressure plate must be a minimum of 10.5" in diameter. No aluminum or lightweight material allowed. Steel only.

B. Any automatic transmission must have a working stock OEM torque converter, with all gears working.

C. Overdrive and/or under-drive transmissions and/or gears will not be permitted.

D. Running through reduction gears will not be permitted. The transmission must be direct drive to the rear end.

E. The transmission must have working gears. Forward, neutral and reverse must be working. From the neutral position and with the motor running, the car must be able to go forward and/or backward in a smooth manner. The car must start and move under it's own power.

F. Only magnetic steel flywheels with a stock OEM diameter will be permitted.

G. Driveline components made of carbon fiber will not be permitted.

H. Drilling and/or machining and/or grinding of transmission components, gears and/or other components including the case for the purpose of lightening the weight of the transmission will not be permitted.

Scattershield

A. Magnetic steel scattershield and/or magnetic steel scatter proof bell housing for standard transmissions are required.

B. Automatic transmission explosion blankets are recommended.

C. All bell housing must have a 1”-inch diameter inspection hole drilled near the top to permit visual inspection of the flywheel and the converter.

Driveshaft

A. Only magnetic steel driveshaft will be permitted. All drive shafts must be painted white and be clearly labeled with the car number on it.

B. Only one (1) drive shaft connected from the transmission to the center section of the rear end will be permitted.

C. Two (2) driveshaft hoops a minimum ¼”-inch thick x 2”-inch wide magnetic steel must be mounted to the frame wrapping around the driveshaft. One must be mounted in the front of the driveshaft and the other on the rear that prevents the driveshaft from digging into the track and/or bouncing out or up into the car D. Only magnetic steel drive yokes on the rear end and on the transmission will be permitted.

Engine Cooling System/Radiator

A. Only one (1) radiator will be permitted. The radiator must be mounted vertically in front of the engine. The radiator must remain in its stock OEM location between the frame rails.

B. Plastic radiators will be permitted.

C. A 25 lb. pressure radiator cap is recommended.

D. An overflow catch can is required. The overflow cans and/or canisters will not be permitted in the cockpit.

E. All hose connections require double clamp(s).

F. It is recommended that all metal fittings/ends/nipples have a barb and a hose clamp to prevent hoses becoming loose and/or completely disconnected.

G. Only cast iron water pumps will be permitted.

H. Only magnetic steel radiator fans will be permitted.

I. Electric fans and/or water pumps will not be permitted.

Rear End

A. Stock passenger car rear ends will be permitted. The differential housing must be/remain the stock/OEM location. Truck and limited slip rear ends will not be permitted. Floater hubs allowed.

B. Welded spiders or magnetic steel spools will be permitted. Aluminum spool will be permitted.

C. A Ford 9”-inch rear may be installed in any chassis providing it utilizes all of the stock OEM and/or same parts needed to hold in the rear that it replaced.

D. For rear ends that utilize horseshoe clips and/or retainers to hold the axles in place, it is recommended that they be tack welded to hold them in place and prevent failure and/or the axle falling out. **E.** Torque arms will not be permitted.

F. All rear end components, ring and pinion gear sets and/or any other component, must be specific for the rear end in the car in size. Only full-size type rear ends will be permitted. Miniature rear ends and/or rear ends manufactured for the sole purpose of reducing rotating weight by decreasing the actual size of the rear end with the internal components of the rear end will not be permitted.

G. Only magnetic steel axles will be permitted. Titanium axles, gun drilled, lightened and/or any other titanium rear end components and/or axles will not be permitted**.**

H. The rear end must be in the same location, front-to-back and centered in the chassis. Offset of the rear end will not be permitted.

QUICK CHANGE REAR END OPTIONS

1. Quick-change rear end optional. Must have magnetic steel tubes, aluminum or steel spool allowed. Mini quick changes are not permitted.
2. Drive Axles must not exceed 1.600" diameter and must be made of steel only. No tungsten. .
3. 3" maximum o.d. tubes. No heavy steel tubes allowed. .410' thick maximum. Inserts to be slid inside of tubes, made of any material, are not permitted
4. Ballast inside, attached to, or machined into hubs are not permitted. Maximum hub weights 10 lbs. Tungsten or any other exotic metal are not permitted, in any form.
    a. Maximum wheel weight 25 lbs.

Fuel, Fuel Cells and Fuel System

A. **Either meet FT3 or SFI 28.3 requirements and/or Include: a metal container, bladder, foam, top Bolted fuel valve plate with flop valve or roll over check valve, threaded cap, steel rack or minimum two straps each way**. The fuel cell must have a maximum capacity of 24 US gallons and must remain in a rectangle and/or square shape for measuring and calculating capacity. The fuel cell must be mounted securely in its container and centered between the frame rails and located in the trunk area in a fixed location. Pressure tanks on fuel systems will not be permitted. Auxiliary fuel tanks will not be permitted**. A clearly marked fuel shut off valve, labeled On and Off, must be mounted within reach of the driver. It must be labeled with the word(s) "Fuel Shut Off".**

B. The maximum capacity of the fuel when measured empty and/or dry will be measured in cubic inches utilizing the standard formula of length (minus ½"-inch) x width (minus ½"-inch) x depth (minus ½"-inch) will be 5,660 cubic inches.

C. The foam in the fuel cell must remain unaltered. A minimal cut in the foam will be permitted in the shape of a square or a rectangle. The cut may be no more than 1,000 square inches. The foam must retain the factory cut.

D. The fuel cell must be enclosed completely in a rectangle and/or square container that is a minimum thickness of 20-gauge magnetic steel. An aluminum container may be used as an option and must be a minimum of .060"-inch in thickness.

E. The fuel cell and/or the container material around the fuel cell must not be able to expand in any way. Tank panels that are bowed and/or bellied and/or positioned to create additional capacity of the fuel cell will not be permitted. Oversized filter housings, fuel coolers, oversized lines, fuel logs and/or any other device that increases the capacity of the fuel system will not be permitted. F. The entire container must be visible for ease of inspection.

G. Fuel coolers of any type will not be permitted.

H. The fuel cell must be mounted with a minimum of two (2) .125"-inch thick steel straps a minimum of 1"inch wide. The straps must cover the entire cell. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of 5/6"-inch ASTM Grade 8 bolts must be used to mount the fuel cell to the frame.

I. For the GM Crate Engine only; Only one mechanical fuel pump in the stock location will be permitted. Fuel must be delivered through the fuel system from the fuel cell to the mechanical fuel pump. Fuel systems that require a return line, a pressure regulator of any type and/or other volume and/or pressure altering device will not be permitted.

J. The bottom of the fuel cell container must be a minimum of 12"-inches from the ground.

K. A horizontal bar a minimum of 1.5"-inch in diameter and .095" in wall thickness must be mounted behind and on each side of the fuel cell unless cell is centered in the 2x3 frame rails. Both sides and the rear of the cell must be protected.

L. The fuel pick up must be positioned on the top of the fuel cell and be constructed of steel. The fuel pick up must have a check valve. The vent line must have a check valve.

M. Only 'D'-type VP Racing Gasoline, the official fuel of DIRTcar will be permitted for competition. D-98 will be the only specified fuel permitted at any sanctioned DIRTcar and/or Super DIRTcar Series event. In addition a maximum "94 octane, R+M/2" standard pump gasoline will be permitted **at DIRTcar sanctioned weekly tracks**. Blending of fuels or gasoline, including VP spec (including 'D') fuels of different octane will not be permitted. Alcohol, methanol, nitrous oxide, nitro-methane and/or propylene oxide will not be permitted. Fuel may be subject to inspection and testing at any time. Proof of purchase for the official fuel of DIRTcar may be required.

N. For the purpose of inspection, the driver and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.

O. Only mechanical type fuel pumps will be permitted. Fuel injection system(s) and/or electrical fuel pumps and/or any type of pressurized fuel system will not be permitted.

P. External filler connections including 'dry-break'-type applications will not be permitted. The rear deck/trunk lid must be removed in order for fuel to be added to the fuel cell. The filler neck must remain enclosed in the trunk area of the car.

Q. Onboard fire suppression systems are recommended

Exhaust - Muffler and Sound Reduction Devices

A. All cars required to have mufflers.

Exhaust headers and systems must extend past the driver's seat. Exhaust may exit out the side but must be flush with body panel.

B. Mufflers must remain unaltered and/or modified internally and/or externally in any way. The collector extension pipe and tail pipe may not be installed past the inlet and/or outlet flange of the muffler.

C. The maximum exhaust pipe diameter will be 3 inches.

D. The complete exhaust system must remain under the car and exit to the rear of the car behind the driver, parallel or away from the racing surface.

E. **For GM Crate motors** Schoenfeld headers part numbers #135cm-2, #145cm-2.

F. Crossover connecting pipes from each bank/side of exhaust system will not be permitted.

Traction Control Devices

A. All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.

B. Adjustable ping control devices, dial a chip controls, timing controls and/or automated throttle controls will not be permitted.

C. Adjustable restrictor plates will not be permitted.

D. Remote control components of any-type will not be permitted.

E. Radios and/or devices for transmitting voice and/or data will not be permitted, unless otherwise authorized prior to any event.

F. Data acquisition systems will not be permitted.

Chassis/Frame

A. Frames may be repaired where needed but the stock frame rail must remain in the stock location. Front clips must remain unaltered. No cutting or modifying other than clearance for fuel pump. Front cross member may be trimmed for open motor oil pan clearance. .

B. All cars must have a minimum factory stock wheel base of 107"-inches. Full frame cars with a factory stock wheelbase of over 107"-inches may be shortened between the knockouts, but must maintain a minimum wheelbase of 107"-inches.

C. Front and/or four wheel drive cars and/or frames will not be permitted.

Steering

A. The steering column must remain in stock OEM location as manufactured for the make, model and year.

B. Steering quickening devices that are commercially manufactured will be permitted. Homemade steering quickening devices of any type will not be permitted.

C. The steering quickening device must be fully enclosed.

D. The steering wheel center must be padded.

E. A flexible, racing type steering wheel with a quick release mounting device is recommended.

F. **Steering box must be steel OEM style box**.

Uni-bodied Cars/Frames

A. A homemade frame may be constructed using a minimum of 2”x3”x.120”-inch thick rectangular magnetic steel tubing. The 3”-inch dimension must be in the vertical position. The tubing must start at the rear of the front stock OEM sub-frame and continue all the way back up over (not under) the rear axle and end where the stock OEM rear sub-frame ended.

B. The new frame must be as wide as the original sub-frame.

C. All springs and suspension mounts must be located in the same exact position and manner as they were in the stock OEM frame.

D. **Stock OEM suspension parts must be used unless approved by DIRTcar**.

E. The suitability of the construction of this frame option regarding welds, cross-members, bracing, roll cage and the stock mounting links will be up to the discretion of the Officials.

Seat Location and Mounting in Frame

Containment Seats

Seats must be “Full Containment” style constructed of aluminum to the general design specifications of current industry standards (SFI 39.2). Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam. Consult with your seat manufacturer for questions and recommendations regarding your seat safety system.

Seats manufactured using carbon fiber or composite materials must meet SFI 39.2 specifications.

Up-fitting an existing seat with bolt-on kits will be permitted with a seat manufacturer-produced kit and an acceptable base seat approved by the seat manufacturer. Consult with your seat manufacturer for recommendations regarding your current seat. If Left Head Surround does not exceed 7 inches from the back of the headrest, a left side seat net meeting SFI specifications is required.

Body

BODY STYLE AND DIMENSIONS

ALL MEASUREMENTS WILL BE TAKEN WITH DRIVER AND/ OR WITH OR WITH OUT FUEL. TOLERANCE PERMITTED ON ALL BODY DIMENSIONS IS MAXIMUM OF +/- (PLUS OR MINUS) ½”-INCH (ONE-HALF INCH). THIS IS A TOLERANCE, NOT A DIMENSION THAT IS INTENDED TO BE ADDED TO THE BODY DIMENSIONS.

Unless otherwise noted and/or in most instances the exterior body dimensions, measurements, materials and rules are based on the ABC (Approved Body Configuration) rules. The ABC Body Specifications may be found at www.ABCbodies.com.

General Body

A. Any American and/or Canadian made passenger car from 1968-to-present will be permitted. The 2005 and newer Ford Mustang and the 2010 Chevrolet Camaro bodies as manufactured by ARP Bodies and/or Five Star Race Car Bodies will be permitted for competition, provided they meet the manufacturers dimensions. Compacts, foreign cars, trucks, sports cars and/or convertibles will not be permitted. Aftermarket bodies, provided they meet the ABC Body Configuration dimensions, appear stock and match the wheel of the frame being used will be permitted.

B. The body must be stock appearing and mounted in the stock location on the frame. Ford or Mopar bodies may be used on a GM chassis only utilizing the GM 602 Crate Engine. The stock sheet metal or aftermarket body must maintain the OEM fit and appearance. Air dams, skirting, any type of air deflection device and/or aerodynamic enhancing equipment will not be permitted anywhere on the car. Wedge shaped and/or flat body panels and/or sides will not be permitted. All windows must be cut out and remain open. The covering and/or filling in of any window area will not be permitted. Body styles and/or body parts may be rejected by Super DIRTcar Series, DIRTcar and/or World Racing Group Officials.

C. The maximum body width when measured anywhere along the contour of the car will be 82”-inches. The minimum ground clearance will be 5”-inches.

D. The roof must be of one-piece construction and maintain stock contour and appearance.

E. Hood scoops and/or raised hood boxes will not be permitted with the exception of aftermarket fiberglass hoods. The aftermarket fiberglass hood may have a maximum raised surface of 4"-inches in height provided it is pre-manufactured into the design of the hood. Holes cut in the hood for any reason will not be permitted. Lift-off hoods and stock sheet metal trunk decks will be permitted provided they are positively fastened to properly seal off the engine and/or trunk area.

F. The front nose must be stock appearing. 'DIRT style' noses including part number(s) Performance Bodies; 331040, 281040, 251040, etc., will not be permitted. Front and rear bumper covers must be widened from the stock width. The front nose must not extend further than 47"-inches from the centerline of the front wheels. The tail piece/rear fascia must be stock appearing with a bumper cover. Flat sheet metal will not be permitted.

G. Full fenders are mandatory. A reasonable radius cut for tire clearance will be permitted. Front fender must be one-piece magnetic steel and/or aluminum and/or composite type as manufactured by ARP Bodies or Five Star Race Car Bodies will be permitted. The fenders must remain stock in appearance**.** The inner fender panels may be removed provided the fender remains positively fastened and secured to the car.

H. The removal of the dash is permitted, providing that the steering column is adequately secured and remains in its stock location.

I. All cars must have a full magnetic steel windscreen with a minimum material thickness of 1/16"-inch and a maximum screen opening of 2"-inches x 1"-inches. Chicken wire and aluminum screens will not be permitted. The screen wire must cover the entire windshield area from left-to-right across the cage and from the top of the roll cage to the hood and/or cowl. Any shields, visors and/or cardboard that blocks visibility through the screen will not be permitted. Any shield, visor and/or cardboard for visibility must not be a part of and/or fastened to the roof.

J. Mirrors and/or reflecting devices will not be permitted.

K. Under pans, rear tubbing in the rear wheel area, speedway-type bodies and/or air dams/additional air directional devices will not be permitted.

L. Officials reserve the right to request body panels and/or bumpers to be replaced and/or painted if they do not look presentable and/or have any sharp edges.

Rear Spoiler

A. A single rear spoiler mounted on the top, at the rear of the deck lid/trunk will be permitted.

B. The rear spoiler must be a one-piece aluminum or two-piece (split in the center vertically) lexan spoiler with a maximum height of 5"-inches. **The spoiler must not exceed 5" in total length (of material) no matter what the angle of the spoiler**.

C. The spoiler must follow the contour of the body and may not extend out past the maximum body width and **must not extend past the trunk lid. Spoiler must be straight with no bends (Guerney Lip).**

D. Two (2) vertical support(s) fin-type mounted in front of the spoiler will be permitted. These supports may not exceed the maximum height of the spoiler and are limited to 16"-inches in length and must be symmetrical left to right

Interior

A. A full magnetic steel engine fire wall with a minimum of **20** gauge material thickness is required. All holes in the firewall must be covered to isolate the driver's compartment from the engine compartment.

B. A full rear steel fire wall must seal off the driver's compartment from the trunk/fuel cell area. Front and rear fire walls must extend from fender to fender in as straight of a line as possible and spot welded for strength. There must be no openings in the firewall to protect the driver from engine compartment fire. **C.** Excessive firewall cutouts and/or tunneling for header/exhaust clearance will not be permitted.

D. Full floor boards must be steel retained from the engine firewall to the rear fire wall and from the body, side-to-side (interior door skin to interior door skin). The passenger side floor board may be level from the top of the transmission and drive shaft tunnel, but must not exceed this height, to permit clearance for both exhaust pipes and mufflers. All interior sheet metal must be spot welded for strength.

E. Angular installations and/or cock pit type applications and/or fabrications will not be permitted.

F. Any holes in the floor board for the shifter, etc., must not be any larger than required to facilitate shift pattern.

G. Shifter boots are **mandatory** as a sealing device for the driver's compartment.

Bumpers and Rub Rails

Rub Rails

A. One (1) horizontal rub rail on each side of the car between the wheels will be permitted.

B. The rub rails must be magnetic steel square/rectangular tubing with a maximum dimension of 1”-inch x 2”-inches high.

C. The rub rails must mount flush against the body panels with each end cut at a 45 degree angle and capped. Sharp edges of any type will not be permitted. Lexan-type rub rails that are securely mounted to the body will be permitted**.**

Bumpers

A. Stock front and rear bumpers will be permitted.

B. The bumpers may be securely reinforced under ends of the splash guard to maintain stock OEM appearance.

C. The bumpers must be stock appearing for the year, make and model of the car.

D. Additional upper and/or lower bumper reinforcements that are visible will not be permitted. Any-type of reinforcement must be in line with the bumper and not visible. Outside reinforcements of any type will not be permitted.

E. All tubing must have rounded corner supports to prevent cars from hooking and/or losing bumpers.

F. Fabricated front and/or rear bumper that entirely cover the stock-type rubber bumper cover will be permitted.

G. All cars must have tow hooks. The tow hooks must be easily accessible on both the front and rear of the car.

H. Front and rear bumpers that are fabricated behind the bumper cover must have two (2) rails, an upper and a lower across the frame for support fabricated from a magnetic steel tubing a minimum of 1-1/2” diameter with a minimum wall thickness of .095”-inches. There must be a minimum of four (4) horizontal uprights positively securing the rails together to support the bumper. Approved mounting and design for bumpers of the this type will be at the discretion of the official.

Front Suspension

A. Only stock magnetic steel or tubular magnetic steel aftermarket upper A-Frames will be permitted.
B. **Only stock-type components in stock OEM locations will be permitted unless otherwise approved**
C. Aftermarket tubular upper A-Frames must be one (1) piece magnetic steel with a minimum wall thickness of .095” and remain non-adjustable in any manner. E. Only magnetic steel cross shafts will be permitted.
F. **The following approved multiple piece aftermarket spindles may be used for competition in addition to stock OEM Impala, Camaro or Metric spindles; Speedway Motors 91034501/2, 91034511**.
G. Aftermarket ball joints allowed.
H. Chassis cross-shaft mounts for upper A-Frames may be fabricated and relocated but must **remain on top of factory frame rail.**
I. Excessive cutting of frames for shock clearance will be at the discretion of the Officials.
J. Any form and/or type of chassis adjustment and/or adjusters in the cockpit will not be permitted.

Rear Suspension

A. The rear suspension must be double triangulated 4 link. Upper links must run from rear end (pumpkin part housing) inward to outward and lower links must run outward to inward. The top, trailing arm lengths must be between 10” to 12.5”and the lowers are 17.5” to 23” (measured center to center). Links may be fabricated box tubing or steel radius rod tubing with steel bushings heim ends. Upper and Lower brackets on rear must be equal distance from centerline of rear and symmetrical right to left. B.Vertical mounting points can be adjusted up and down.

C. Front leaf spring mount may have a maximum of four (4) mounting holes or one (1) slotted mounting location for chassis height adjustment. Threaded jack screw allowed either front or rear of leaf.

D. The rear shackles may have multiple holes for chassis height adjustment Threaded jack screw allowed either on front or rear of leaf.

E. No rubber biscuits allowed in rear suspension. The spring mounting pads on leaf and/or coil cars must be stock and be welded in one position on the rear end housing.

F. No Travel Limiters allowed. Chains only allowed to limit rear droop. No rubber, springs or aftermarket droop limiters.

G. No rear sway bar may be used. No coil over eliminators allowed.

F. On leaf spring configurations a rear slider mount will be permitted.

Shock Absorbers

A. Only one (1) shock per wheel will be permitted.

B. The shock absorber mounting location is optional. Cantilever mounted shocks will not be permitted.

C. Coil over shock absorbers will not be permitted.

Springs

A. **The springs must be of the OEM stock-type and the OEM location. No progressive springs. Springs must be mounted vertical on top of rear.**

B. **Coils must be 5" diameter and mounted in stock location on top of the rear tube. Springs must be equal distance from center of rear left and right. No spring rubbers or bump stops of any kind allowed in the springs, shocks or on the frame.**

C. Only magnetic steel springs will be permitted. Carbon fiber and/or other material will not be permitted.

D. Ford, Chevrolet and/or Chrysler cars may interchange **leaf** springs providing springs maintain the individual specifications and stock OEM application, format and stock mounting positions.

Brakes

A. All cars must have four (4) wheel hydraulic brakes in good working condition. Cast steel OEM type single piston calipers will be allowed.

B. Rear disc brakes may be installed must be steel single piston OEM style design and be operational. Maximum rotor diameter 12.19" x 1.25" wide and must be vented. No solid rotors.

C. Carbon fiber, carbon, titanium, ceramic, and aluminum rotors will not be permitted.

D. Brake bias may be adjustable through the cockpit.

E. Right Front brake shut offs; either mechanical or electric, are permitted

F. Dual master cylinders with proportioning valve and adjustment will be permitted.

G. Drilling of brake rotors, any, front or rear will not be permitted.

Wheelbase and Tread Width

A. The minimum overall wheelbase for both sides of the vehicle will be 107"-inches.

B. The maximum front and rear tread width will be 81"-inches for all cars when measured from the outside of the sidewall to the outside of the sidewall. C. Rear end offsets will not be permitted.

Roll Cage

A. Only round magnetic steel seamless tubing 1-1/2" with a minimum material thickness of 1/8"-inch or 13/4" in outside diameter with a minimum material thickness of .095"-inches will be permitted.

B. The basic configuration of the roll cage must be one of 'standard-type' racing application. There are multiple variations common to motorsports applications. Approved roll cage design is at the discretion of the Track Official(s).

C. A six (6)-point cage surrounding the driver with uprights mounted on the right and left side of the frame is mandatory. One upright in front and upright behind the driver on each side of the frame. The uprights must be welded to the flat horizontal part of the frame. Welding the uprights to the kick-ups will not be permitted. The four (4) bars joining the four (4) uprights in a horizontal plane above the driver's head must be a minimum of 2"-inches above the helmet of the driver when seated with seat belts fastened in the car.

D. There must be a minimum of three (3) bars on both sides of the car connecting the main uprights. A minimum of one bar on each side must extend to the outer door skin. The horizontal bars must have at least one set of vertical support bars positioned between the main uprights which connect the horizontal bars together.

E. An additional diagonal bar is recommended from the top left rear of the cage moving downward toward the right side frame rail.

F. The above mentioned (A-through-E) roll bars are the minimum requirements. More bars are recommended but must be approved by an inspector/official.

G. All junctions of two (2) or more tubes in the cage must be joined with at least 1/8" magnetic steel gussets. Threaded pipe, pipe fittings, and lap weld, soft metals like aluminum, angle iron and/or channel iron will not be permitted. Flush grinding of welds will not be permitted.

H. All roll cage bars within 18"-inches of the driver, extended arms, legs, head, etc., must be adequately padded for protection. It is recommended that SFI-Rated roll bar padding is utilized in all roll bar padding applications. In addition the steering wheel center must also be padded. It is recommended that this padding be SFI Rated and fire retardant.

I. Front and rear firewalls constructed from magnetic steel with a minimum thickness of 20-guage steel are mandatory.

J. The rear firewall must extend from the top of the window shelf downward and attach to the floorboards. Holes in the firewall will not be permitted.

K. The front firewall must extend from the dash downward and attach to the floorboards with all holes securely covered with magnetic steel to isolate the driver from the engine compartment.

Wheels

A. Only one piece magnetic steel wheels will be permitted with a maximum width of 10"-inches and a 15"inch diameter for competition. Magnesium, carbon fiber and/or any other exotic type material will not be permitted.

B. All four (4) wheels must have a minimum of five (5) studs and lug nuts. The stud threads must go past the full thickness of the wheel nut on all four corners of the car. C. Beadlocks will be allowed.

D. Wheel offset, front and/or rear, will be a minimum of 3"-inches and a maximum of 4"-inches on either side. The tolerance will be a maximum of 1/4"-inch. E.

Wheel centers may not be altered.

F. Wheel covers:

a. Wheel covers must have a minimum of 5 mounting points. However, both 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions: wheel covers having a minimum of 5 attachment points may continue to use steel dzus fasteners. Said dzus fasteners must be made of steel only. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16", flanged steel bolt and an approved fastening (nut assembly) system.

Approved fastening (nut assembly) systems:

- Keyser Manufacturing, part #100 7-101.
- Wehrs Manufacturing Part # WM377A-312 Aluminum 5/16 / WM377S-312 Steel 5/16
- Triple X Chassis Part # SC-WH-7810(for a 1" spring) / SC-WH-7820(for a 1 3/8" spring)
- Smith Precision Products Part # MC-516-18

Optional fastening systems that are equal or superior to the above-approved system will be readily approved at the sole discretion of Technical Officials.

Tires

A. Individual race tracks, events and/or series may designate a particular tire and/or compound at any time. The compound may be announced prior to the event in a bulletin and/or at the driver's meeting.

The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and or the introduction of tread 'softener' and/or the physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires any penalty deemed appropriate by Officials may be issued.

B. Removable duct tape, provided it does not deface the tire, to cover the D-Number will be permitted.

C. Heating of the tires by torch, blanket, heating device(s), exhaust system and/or any other method will not be permitted.

D. Inner liners of any type will not be permitted.

– Personal Safety Equipment – Other

A. Cars will not be permitted to make a qualifying attempt without passing technical inspection. All cars must be available for inspection prior to the time of the driver's meeting. Following the driver's meeting, covers of any-type on the racecar will not be permitted.

Full or partial car covers will be permitted only when there is inclement weather and/or the car is in its designated pit stall. All covers shall be removed prior to the car leaving its designated pit stall.

SFI-approved and labeled seat, roll bar, knee and steering pads and/or padding is recommended.

All teams must have a fire extinguisher in the rear of their transporter with the car number clearly visible on the extinguisher. The fire extinguisher must be a minimum of 20lbs and is recommended to FFF type chemical and/or DuPont FE-36 and/or equivalent.

Cylinders must be mounted forward of the fuel cell below the deck or just above the deck (Pro Stocks should be below deck). Cylinders must be securely mounted to the frame/roll cage assembly and centered in the chassis.