

THE ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL, CONSENT OR PERMISSION REGARDING THAT SUBJECT. ANY QUESTIONS OR DOUBTS REGARDING SUCH MATTERS SHOULD BE DIRECTED TO RACE TRACK OFFICIALS FOR A CLARIFICATION. SAFETY:

- 1) REQUIRED Approved Racing Helmet, one or two piece fire suit and racing shoes must be worn any time the car is on the track.
- 2) REQUIRED 2lb Fire Extinguisher securely mounted in driver compartment in reach of driver. (NO TAPING TO BARS).
- 3) REQUIRED 10lb Fire Extinguisher located in your pit area.
- 4) Window Net highly recommended.
- 5) All weights must be painted white and have car number on them.
- 6) ALL drive shafts must be steel and be painted white with car number on them.
- 7) Seat belts must have date code and not be older than 5 years.
- 8) Fuel Tank must be securely mounted in the trunk.
- 9) Fuel cell highly recommended. Must be in metal can.
- 10) Fuel line run through car must be in conduit or protective cover. Braided line ok.
- 11) Battery should be located under hood or in trunk. Batteries must be in a containment box securely attached to the frame.
- 12) Racing steering wheel with quick release permitted.
- 13) Clutch Type Fans must be removed and replace with straight blade fan for safety.

DRIVER:

Road Warriors open to drivers of legal age (if younger needs approval from Modoc Management).

WEIGHT: 1) Total weight with driver 3350 lbs.

2) 602- weight 3350lbs- Rebuilt 602 add 50lbs- Must run 1850 carburetor (dual line allowed) and manifolds must meet class specification listed below. Must meet GM/Crate USA engine specs. Weight may be adjusted as necessary for competition at track managers discretion.

- 3) All equipment must be in original position from original manufacturer.
- 4) No 400-small block.
- 5) No big blocks.
- 6) Stock appearing manifolds ok.
- 7) Headers ok. No try (Y) or neck down headers allowed on collector. Must be inside frame. Must add 50lbs.
- 8) American made 2 or 4 door sedan or station wagon with a minimum wheel base of 108".

- 9) May run Metric Monte Carlo, Cutlass Supreme or Grand Prix.
- 10) Camaro ok, must retain uni-body unless noted in rule book.
- 11) Full containment seat and Hans 3300 lbs. Must have both to get weight break.

**BODY:**

- 1) All glass must be removed. Including rear view mirrors.
- 2) All material that will burn must be removed.
- 3) All doors must be welded shut.
- 4) 6 Point Roll Cage REQUIRED. Must be welded to the frame rails and all connections must be fully welded.
- 5) All cages must be a minimum diameter of 1 ½ inches and minimum .090 wall thickness.
- 6) Roll bar installation and workmanship must be approved.
- 7) A minimum of 3 horizontal bars is REQUIRED in the driver door and a minimum of two (2) in passenger door.
- 8) Stock seat ok. Racing seat recommended.
- 9) Seat must be bolted with a minimum of 6 3/8 in bolts to bars that are welded to the roll cage.
- 10) Must have 3-point quick release type racing seat belt and shoulder harnesses, 3 inches wide or belts recommended for Hans style devices. Must be bolted to roll cage with minimum 3/8-inch bolts.
- 11) Additional bars may be added for driver protection only, must not alter stock flexibility of frame.
- 12) Stock unaltered floor pan and firewalls must be retained.
- 13) All holes in floorboard and firewalls must be covered in sheet metal.
- 14) Complete Bumper to Bumper unibody must be retained.
- 15) Stock bumpers or approved fabricated, bumper covers and grill may be aftermarket should be stock appearing. NO sharp edges or tire cutters.
- 16) Bump bars ok must not extend past front and rear bumper.
- 17) Interior may be boxed. Must have 1 ft x 2ft access panel beside driver.
- 18) Dashboard may be replaced with sheet metal. Dash may be altered with minimum modifications. May not extend dash.
- 19) Trunk may be open. Rear of car may be open.
- 20) 4 " spoiler and side boards ok.
- 21) Must have radiator protection bar and cannot extend past front bumper.

- 22) May run fuel tank safety bar at rear, cannot extend past bumper.
- 23) Body parts may be fabricated from aluminum or steel but must retain as close as possible stock appearance.
- 24) Must have wrecker pick up points front and rear.

ENGINE RULES:

- 1) Engine must be strictly stock for that make and model. No high output engines.
- 2) Engine must sit in stock location. No tolerance.
- 3) Cast factory piston only. Hypereutectic stock replacement allowed.
- 4) No fly cutting pistons, No racing rings.
- 5) Stock rods or stock production eagle rods ok.
- 6) Piston in hole minimum .020 (piston head to block deck).
- 7) Press wrist pins. Aftermarket bolts ok.
- 8) Stock valve covers or aftermarket covers with breathers.
- 9) Stock oil pan or kick out, oval track pan limited to simple windage pan. No scrappers/multiple tray pans.
- 10) Stock type distributor, may add external Rev. Limiter. CAN NOT be mounted in reach of driver.
- 11) All mufflers and pipes must be removed.
- 12) May remove alternator.
- 13) May run aftermarket pulleys to accommodate belt fit.
- 14) Crank shaft: Cast only minimum 49lbs, balancing ok. Eagle crank ok. Eagle # 103503480 cast 2 pc. Rear seal—Scat # 9-10442 2 pc seal ok. Eagle # 103523480 cast 1 pc. Rear seal—Scat # 9-10526 1 pc seal ok.
- 15) Engine Bore .060 allowed.

Ford in Ford/ GM in GM HEADS:

- 1) Open chamber only 70 cc min. Production only.
- 2) Stainless valves ok. Max .010 stem. Stock diameter stem. No hollow stem.
- 3) Valve spring 100 lbs. Max. Stock diameter and design only.
- 4) No aftermarket retainers. Stock steel replacement ok.
- 5) May have 3 angle valve job.
- 6) 1 inch bowl cutting maximum. No modification to combustion chamber.

- 7) Polly locks ok. Guide plates ok Screw in stud ok.
- 8) Valley pan ok.
- 9) Stock type rocker arms only. Long slot ok. Screw in stud ok.

#### CAM AND LIFTERS:

- 1) Stock style timing chain and gears. Single roll or double roll timing chain ok.
- 2) Camshaft ok to degree: lift intake .390, exhaust .410 Hyd.-- "0" Lash. No centerline rules.
- 3) Stock balancer/ SFI approved stock type preferred.
- 4) Stock replacement lifters only. Must have stock horseshoe wire ring clip. Valve adjustment must be preloaded.

#### CAMSHAFT SPECS FOR FORD:

- 1) Lift: Intake .416, Exhaust .416 Hyd. -- "0" Lash

#### CARBURETOR:

- 1) Stock Make and model. Choke parts may be removed. 1850 ok. --Completely Stock. May add Metering Plate.
- 2) One -- 1" Carburetor spacer and 2 gaskets. Maximum total 1.35"
- 3) May use fuel regulator.
- 4) Fuel injection ok if OEM from factory. Engine must meet all other rules.
- 5) Stock Manifolds only for make and model. No modifications. No high rise or bowtie. No aluminum.
- 6) Single or Dual line ok.

#### TRANSMISSION:

- 1) Must match transmission used for year and model. NO POWERGLIDES or racing style transmission both standard and automatic. Stock diameter full working torque converters. No lightweight or direct drive. All gears must be operable.

#### CLUTCH/ FLYWHEEL:

- 1) Flywheel 14lbs minimum. Stock type clutch and pressure plate must weigh 16lbs. Spring Clutch or solid disc ok. NO aluminum parts. Clutch and flywheel must weigh minimum of 30lbs.

#### BRAKES:

- 1) Dual Line master cylinder OK – No brake adjuster or cutoffs of any kind permitted.

#### REAREND:

- 1) Stock rear end for make of car only. LOCKED REAR ENDS, POSI LOCKS or LIMITED SLIP ok. 9- inch Ford rear end ok. Floater ok. NO lightweight gears or axles of any kind. Disc brakes ok. NO brake adjusters allowed. NO brake cutoffs allowed.

CHASSIS/SUPENSION:

- 1) Stock suspension for make of car. Upper tubular A-Frame 1" maximum difference between left and right side. Stock type lower A-Frame only. (NO RACING).
- 2) X Bracing ok
- 3) NO "four-wheel" independent suspension.
- 4) Adjustable cups allowed between springs and factory mounts
- 5) Racing springs ok. Does not have to have pigtail.
- 6) Rear trailing arms can be aftermarket or stock but must be non-adjustable and have stock type rubber bushings.
- 7) Rear trailing arms must be stock length.
- 8) NO offset Bushings, Monoballs or Heims.
- 9) Upper trailing arms to be 3" from center of hole to top of rear-end housing (+/- ½).
- 10) Center of axle tube seam to center of upper trailing arm bolt to be 7 ¾ "(+/- ½).
- 11) Lower trailing arms must be 2 ¾ " from bottom of axle tube to center of trailing arm bolt (+/- ½).
- 12) Both upper trailing arms should be mounted in the same location and both lower trailing arms should be mounted in the same location. (NO offsetting of trailing arms. If the right side is 3 ¼ " from the bottom of rear-end housing the center of the trailing arm bolt. Then the left side should also be 3 ¼).
- 13) Steel non-adjustable shocks only. NO bump stops. Any rebuildable steel shocks ok. (NO Schrader valves or piercing valve.
- 14) Both ends of rear shocks should be mounted in factory location. Mounting ears of shock must be mounted flat against factory shock mount. (NO shimming down from factory location).
- 15) NO Bump stops.
- 16) Lower end of rear shocks must be mounted at the same height of rear-end.
- 17) Leaf spring cars may run lowering blocks but cannot be adjustable.
- 18) If leaf spring cars have adjustable shackles both sides must be mounted in the same hole at same measurement.
- 19) Rear-ends on leaf spring cars must be mounted at the same location on springs. NO leading or trailing.

20) NO offset cages, perimeter style cage ok. A weight penalty will be enforced for any chassis with offset cage.

21) NO Modifications of any kind (heating, cutting, spacers, jacks, etc.)

22) Control arm bushings and sway bar bushings may be aftermarket polyurethane.

23) Sway bar optional.

**TIRES:**

1) Tires: ONLY TIRE ALLOWED Hoosier H500 (8.0/26.5-15 and 8.0/27.0-15 or 8.0/27.5-15).

2) Steel wheels only. Maximum 8- inch wide. May be aftermarket steel.

3) Any offset wheel at any location. Oversized studs and nuts recommended.

4) May run bead lock or new safety bead wheel.

5) NO TIRE TREATMENT ALLOWED. TRACK RESERVES THE RIGHT TO CUT TIRE SAMPLE AT TRACK DISCRETION. ALSO LOOK AT PROTEST SECTION ABOUT TIRE PROTEST.

**PROTEST:**

1) \$400 top end/ \$400 bottom end – any engine combination

2) Tire protest fee will be \$85.00. Any driver finishing in the top 3 may protest the tires of any driver finishing in the top 3.

3) Check Valve springs --\$ 200

4) P & G-- \$200

5) Bore Scope -- \$100

6) Camshaft (check Int/exhaust) \$200

Any protest/claim must be turned into head tech official within 10 minutes of their feature's checkered flag. Any driver that refuses any claim/protest will be disqualified automatically.