

2018 Rules

RULE BOOK DISCLAIMER: *The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **CAROLINA MINI-STOCK CHALLENGE TECH OFFICIAL'S** shall be empowered to permit any and all deviation from any of the specifications herein or impose any further restrictions to keep the competition close. Any interpretation or deviation of these rules is left to the discretion of the **CAROLINA MINI-STOCK CHALLENGE TECH OFFICIAL'S**, their decision is final.*

DRIVERS:

* ANY DRIVER UNDER (16) YEARS OLD MUST HAVE OFFICIALS APPROVAL AND PARENTS CONSENT FORM FILLED OUT PRIOR TO GOING ON TRACK.

*DRIVERS MAY HAVE EXPERIENCE FROM ANY OTHER LEVEL OF RACING AND STILL BE ALLOWED TO PARTICIPATE.

COMPETING MODELS:

*ANY 1960 AND LATER MODEL WITH A MAXIMUM WHEELBASE LENGTH OF 102 INCHES.

*FRONT OR REAR WHEEL DRIVE CAR OR TRUCK. NO ALL WHEEL DRIVE CARS

*NO 2 SEATERS

*NO CONVERTIBLES

CHASSIS AND ROLL CAGE:

*THE TECH PERSON WILL HAVE THE AUTHORITY TO DISALLOW ANY CAR WITH COMPROMISED STRUCTURAL INTEGRITY OR PERTRUDING PARTS THAT MAY BE DANGEROUS TO A COMPETITOR.

*ANY CHASSIS USED MUST HAVE COME WITH A 4 CYLINDER ENGINE OPTION

*COMPLETE 6 POINT CENTER SECTION AND REAR DOWN BARS MUST BE 1-1/2 INCHES MINIMUM DIAMETER AND .090 WALL THICKNESS MINIMUM. NO EXHAUST TUBING, OR CRIMPED EXHAUST PIPE BENDS IN MAIN CAGE.

*MAIN 4 POINTS OF ROLL CAGE MUST BE WELDED TO FRAME RAIL, OR ROCKER PANEL. IF WELDED TO FLOOR BOARD, IT MUST BE WELDED ONTO A 6 X 6 METAL PATCH AND MUST BE LOCATED NO MORE THAN 6 INCHES FROM FACTORY ROCKER PANEL.

***NO** OFFSET ROLL CAGES ALLOWED.

*MINIMUM OF 4 DOOR BARS ON DRIVERS SIDE, WITH 1/8 METAL PLATE WELDED TO OUTSIDE OF ROLL BARS.

*MINIMUM OF 3 DOOR BARS ON PASSENGER SIDE.

*ALL PERIMETER BARS AND BUMPER BARS MUST BE SHAPED WITH SAFE AND REASONABLY ROUNDED ENDS TO ELIMINATE PUNCTURING OTHER DRIVERS DOORS, TIRES, FUEL CELLS, ETC. NO PUSH BARS OUTSIDE OF THE FRONT BUMPER COVER.

*ALL BARS WITHIN DRIVERS REACH MUST BE PADDED.

*ALL CHASSIS SUSPENSION MOUNTING POINTS MUST BE IN STOCK OEM LOCATION. **NO** EXCEPTIONS. ALL LEFT TO RIGHT, HEIGHT, AND "X" MEASUREMENTS MUST BE WITHIN ¼ INCH OF FACTORY.

*ROCKER PANELS MAY BE REMOVED AND REPLACED WITH TUBING PROVIDED THE FRONT AND BACK OF TUBING ARE SEALED.

*ALL FRAMES MUST BE STOCK. UNIBODY FRAMES MAY BE TIED TOGETHER END TO END HALF WAY MAX ON FRAME RAILS.

*FRONT FIREWALL, FLOORBOARD, AND ALL SUSPENSION POINTS MUST REMAIN IN FACTORY LOCATION. NO MODIFYING FOR ANY REASON. IF FLOORBOARD HAS RUSTED OR BROKE, YOU MAY PATCH WELD, BUT DO NOT REMOVE AND REPLACE.

*MUST HAVE FULL FRONT AND REAR FIREWALLS WITH NO HOLES, COMPLETELY SEALED. 22 GAUGE STEEL MINIMUM FOR PATCHED SECTIONS. NO COMBUSTIBLE MATERIAL ALLOWED TO FILL HOLES.

*MUST HAVE FACTORY FLOOR PAN FROM FRONT FIREWALL VERTICAL SECTION ABOVE TRANSMISSION TUNNEL BEHIND MOTOR TO FRONT MOUNT FOR BACK SEAT.

*INNER STRUCTURES OF FENDERS, WHEEL WELLS, STRUT TOWERS, AND TRUNK FLOOR MAY BE REMOVED.

*FRAME MAY BE NOTCHED FOR OIL FILTER OR FUEL PUMP CLEARANCE.

SUSPENSION:

*STOCK OEM STYLE SUSPENSION THAT CAME ON YOUR CAR.

*NO AFTERMARKET FRONT CONTROL ARMS.

*FRONT CONTROL ARMS MAY BE INTERCHANGED WITHIN SAME MAKE AS LONG AS BOTH SIDES ARE THE SAME LENGTH.

*MAY NOT LENGTHEN OR SHORTEN LOWER CONTROL ARMS ON ANY MAKE.

*STOCK STYLE UPPER CONTROL ARMS **MAY BE ADJUSTABLE FOR CAMBER/CASTER ADJUSTMENT ONLY.**

*NO UPPER CONTROL ARMS ADDED IN PLACE OF STOCK STRUT DESIGNED CAR.

*ANY BUSHING ALLOWED.

- *MUST MEET TRACKING WIDTH RULE OF 75" . MEASURED FROM OUTSIDE EDGE OF TIRE TO OUTSIDE EDGE OF TIRE.
- *MAY USE ANY TYPE OR ARRANGEMENT OF SPACERS WITH A MAX WIDTH OF 1 INCH PER WHEEL TO MEET TRACK WIDTH.
- *WHEEL BASE MUST BE WITHIN +/- 1" OF STOCK FACTORY LENGTH FOR CAR MODEL CLAIMED. LEFT AND RIGHT SIDE OF CAR MUST BE WITHIN 1" OF LENGTH OF EACH OTHER.
- *STRUT RODS ON LOWER CONTROL ARMS SUCH AS PINTO AND TOYOTA MAY BE ADJUSTABLE IN LENGTH BUT RETAIN STOCK MOUNTING POINTS.
- *OEM SWAY BARS ONLY. NO SPLINED TYPE. 1 5/16 INCH OR 33MM MAXIMUM DIAMETER. MOUNTING OPTIONAL. END LINK DESIGN OPTIONAL. MAY BE ADJUSTABLE ON BOTH ENDS.
- *HEIM JOINTS ARE ALLOWED ON SWAY BAR AND IN PLACE OF TIE RODS FOR BUMP STEER CORRECTION.
- *ANY UPPER STRUT PLATE/CONNECTION MAY BE USED IN PLACE OF STRUT TOWER.
- *LEMANS BAR BETWEEN STRUT TOWERS ALLOWED.
- *ANY FRONT CASTER/CAMBER SETTINGS ALLOWED.
- *ADJUSTABLE REAR SHACKLES AND SLIDER BLOCKS ALLOWED ON LEAF SPRING CARS.
- *FRONT EYE OF LEAF SPRING MUST REMAIN IN STOCK LOCATION.
- *REAR PANHARD BARS ALLOWED ONLY ON CARS WHICH CAME STOCK WITH THEM. MAY BE ADJUSTABLE FROM UNDER CAR ONLY AND WITH POSITIVE BOLT PATTERN.(NO SCREW JACK)
- *AFTERMARKET UPPER AND LOWER TRAILING ARMS FOR THE REAR ARE ALLOWED.
- *REAR LOWER TRAILING ARMS CAN NOT BE ADJUSTABLE AND MUST BE FACTORY LENGTH. NO HEIM JOINTS ON LOWER TRAILING ARMS.
- *SOLID ENGINE AND TRANSMISSION MOUNTS ALLOWED.
- *SPINDLES AND ROTORS MUST BE OEM BUT MAY BE INTERCHANGED WITHIN DIFFERENT YEAR MODELS OR VERSIONS OF YOUR SAME CHASSIS. 1 SINGLE PISTON AFTERMARKET CALIPER ALLOWED IN PLACE OF OEM CALIPER.
- *NO AFTERMARKET SPINDLES. SPINDLES MAY BE STRENGTHENED.
- *DRUM BRAKES MAY BE INTERCHANGED WITH DISC BRAKES.
- *BRAKE ADJUSTERS, FLOW CONTROL AND METERING VALVES ALLOWED BUT **MUST BE OUT OF REACH OF DRIVER AND CAN NOT BE USED DURING RACE.**
- *SINGLE OR DOUBLE MASTER CYLINDERS ALLOWED. AFTERMARKET PEDALS ALLOWED AND MAY BE RELOCATED.
- *STEERING BOX AND RACK MAY BE INTERCHANGED AMONG SAME MAKE.
- *AFTERMARKET POWER STEERING PUMP ALLOWED.

*BRAKE AIR DUCTS ALLOWED. **MUST BE DIRECTED TOWARDS THE ROTOR/ CALIPER AND NOT INTO THE ENGINE COMPARTMENT.**

*BRAKE HATS ALLOWED.

*DRILLING OF ROTOR FOR COOLING ALLOWED.

*STEERING QUICKNER ALLOWED

*QUICK RELEASE STEERING WHEEL HIGHLY RECOMMENDED.

BODIES:

*ANY STOCK OR AFTERMARKET BODY, INCLUDING STRAIGHT SIDED DIRT, FIBERGLASS, ALUMINUM, OR STEEL ALLOWED. OPEN WHEEL TYPE MUST SUBMIT PHOTOS FOR APPROVAL AND WILL BE ALLOWED FOR ONE RACE MAXIMUM IF APPROVED.

*FULL WINDSHIELD REQUIRED. REAR SIDE AND REAR OPTIONAL. NO DOOR SIDE GLASS ALLOWED. WINDSHIELD MUST BE LEXAN OR SAFETY GLASS LAMINATED. **NO PLEXIGLASS.**

*TWO VERTICLE BRACES AT LEAST 1" WIDE X 1/8" THICK REQUIRED ON WINDSHIELD.

*SIDE VIEW AND REAR VIEW MIRRORS ALLOWED.

*SIDE VENT FOR DRIVER COOLING ALLOWED.

*ROOF ESCAPE FLAPS AS REQUIRED BY BOMAN GREY IS ALLOWED.

*ALL DOORS MUST BE BOLTED, WELDED, OR RIVETED SHUT.

*ALL HOODS MUST BE SEALED TO THE FENDERS, COWL OR WINDSHIELD WITH NO MORE THAN 1/2 "GAP.

*NO HOOD SCOOPS, HOLES IN HOOD, OR ANYTHING ELSE FUNNELING AIR TO THE CARBURETOR.

*AT LEAST 4 POSITIVE FASTNERS MUST BE USED TO HOLD HOOD AND TRUNK. OEM OR FABRICATED HINGES MAY ACCOUNT FOR 2 OF THESE 4 TOTAL.

*REAR SPOILERS WILL BE A MAXIMUM OF 5 "TALL AND 54 "WIDE. THE HIGHEST POINT OF REAR SPOILER MUST BE AT LEAST 10 "LOWER THAN THE HIGHEST POINT ON ROOF. REAR SPOILERS MAY HAVE TO BE SHORTENED OR REMOVED TO MEET THE 10 "MINIMUM DESCRIBED.

*SPOILERS MUST BE MOUNTED AT THE BACK OF THE TRUNK AREA NEAR THE TAIL SECTION.

SHOCK, SPRINGS, AND STRUTS:

*1 STEEL BODIED SHOCK OR STRUT PER WHEEL. AT LEAST ONE END MUST BE MOUNTED IN FACTORY LOCATION.

*AFTERMARKET RACING SHOCKS ALLOWED. HEIM JOINT ENDS ALLOWED.

*NO ALUMINUM BODIED SHOCKS ALLOWED.

*NO REVALVEABLE OR SHRADER VALVE TYPE WITH EXTERNAL REERVOIR ALLOWED.

*STRUT TYPE CAN BE ADJUSTABLE

*REPLACEABLE CARTRIDGE STYLE ONLY IF AVAILABLE FROM FACTORY (MUST BE REMOVABLE FOR INSPECTION)

*ANY AFTERMARKET COIL SPRING ALLOWED. RATES OPTIONAL. SPRING DIMENSIONS ARE OPTIONAL.

*AT LEAST ONE END OF SPRING MUST BE IN OEM LOCATION.

*NO BUMP STOPS OR BUMP SPRINGS

ENGINE LOCATION AND TYPES:

*ENGINE MUST BE INSTALLED IN STOCK LOCATION. THERE IS TO BE NO LESS THAN 1/2 " BETWEEN THE BACK SECTION OF THE CYLINDER HEAD AND THE VERTICLE PLANE OF THE STOCK FIREWALL. NO BEATING FIREWALL BACK AT THIS LOCATION.

*ALL ENGINES MUST USE STOCK OEM PARTS WITH THE ONLY EXCEPTIONS STATED HERE. (SEE ENGINE RULES)

*4 CYLINDER PISTON ENGINGS ONLY. NO ROTARY ENGINES. YOU MAY INTERCHANGE ENGINES AND CHASSIS WITHIN YOUR MANUFACTURER LINE BUT NOT ACROSS MAKES. EXAMPLE: ANY FORD IN A FORD BUT NO TOYOTA IN A FORD.

*NO TURBOCHARGERS OR SUPERCHARGERS.

TRANSMISSION, FLYWHEELS, AND CLUTCHES:

*AUTOMATIC OR MANUAL TRANSMISSIONS ALLOWED. ALL GEARS MUST FUNCTION FROM DRIVERS COMPARTMENT.

*AUTOMATIC} MANUAL SHIFT KITS ALLOWED. REVERSE SHIFT PATTERNS ALLOWED. INTERNAL MODIFICATIONS FOR DURABILITY ONLY. NO TRICK OR LIGHTWEIGHT INTERNAL PARTS. OEM FACTORY TYPE ONLY. TORQUE CONVERTER MUST BE STOCK OEM SIZE. MUST BE FACTORY OEM STALL SPEED. NO STALL OR HOLLOW CONVERTERS. NO AFTERMARKET HIGH PERFORMANCE CONVERTERS. NO VALVE OR ANY MECHANISM TO TRANSFER TRANSMISSION PRESSURE ALLOWED. NEUTRAL SAFETY SWITH MUST BE FUNCTIONAL AT ALL TIMES. MODIFIED TRANSMISSION PAN ALLOWED. TRANSMISSION COOLER SIZE AND PLACEMENT IS OPTIONAL. COOLING LINES MUST HAVE NO MORE THAN 12 " OF HIGH PRESSURE RUBBER TUBING. AFTERMARKET FLEX PLATE ALLOWED.

*MANUAL} ALL GEARS MUST BE FUNCTIONABLE FROM DRIVERS COMPARTMENT. (3), (4), OR (5) SPEED TRANSMISSIONS

*NO ALUMINUM FLYWHEELS PERMITTED.

*ANY STOCK TYPE FLYWHEEL AND PRESSURE PLATE COMBINATION WITH A MINIMUM WEIGHT OF 23 LBS. WEIGHT WILL INCLUDE FLYWHEEL, CLUTCH DISC, PRESSURE PLATE, AND BOLTS.

*NO AFTERMARKET HIGH PERFORMANCE CLUTCH PACKS SUCH AS 10,000 RPM, RAM, CENTER FORCE, ETC. PERMITTED.

*REINFORCEMENT IN AREA OF FLOORBOARD FOR SAFETY IS REQUIRED.

*NO AFTERMARKET TRANSMISSION. MUST BE FACTORY STANDARD PRODUCTION ONLY. NO LIGHTENING OF INTERNAL ROTATING COMPONENTS.

*STOCK TYPE SPRINGLESS CLUTCH DISC ALLOWED.

DRIVESHAFTS:

*STANDARD 1 PIECE, MINIMUM DIAMETER OF 2 ½ ". STEEL ONLY.

*MUST BE PAINTED WHITE WITH CAR NUMBER ON IT.

*DRIVE SHAFT SAFETY LOOPS FRONT AND REAR MANDATORY.

REARENDS:

*ANY CAR OR TRUCK REAREND. INTERCHANGING ALLOWED WITHIN THE SAME MAKE.

*MOUNTS ON INTERCHANGED REARENDS MUST MATCH STOCK REAREND TO EXACT OEM MEASUREMENTS.

*9 "FORD REARENDS ARE **NOT** ALLOWED.

*ANY DIFFERENTIAL: OPEN, WELDED, FULL SPOOL, MINI SPOOL, LOCKER, LIMITED SLIP, OR HELICAL GEAR TYPES ALLOWED.

*NO QUICK CHANGE REARENDS ALLOWED.

*ANY GEAR RATIO ALLOWED.

*NO CAMBERED REARENDS. +/- 0.4 DEGREES MAXIMUM DEVIATION ON RWD CARS

*ANY FWD CAR RUNNING OEM REAR CONTROL ARMS WITH ALL FACTORY MOUNTING POINTS, HAVE OPEN REAR CAMBER. NO DEVIATION FROM BOTH SIDES.

*ANY FWD WITH AFTERMARKET REAR CONTROL ARMS MUST BE WITHIN 3 DEG. REAR CAMBER BOTH SIDES.

*ANY AFTERMARKET AXLE ALLOWED.

ENGINES:

BLOCK:

- *MUST BE STOCK OEM PRODUCTION. NO AFTERMARKET BLOCKS.
- *EFI: BLOCK MUST MATCH DECLAIRED ENGINE MODEL
- *NO BLOCK IS TO BE COATED, POLISHED, OR ANY MACHINE WORK EXCEPT WHAT IS LISTED HERE.
- *NO MACHINING TO BLOCK FOR AFTERMARKET ROD CLEARANCE.
- *BLOCKS CAN NOT BE OFFSET BORED BUT MAY BE SLEEVED WITH ORIGINAL BORE CENTERLINE.
- *STOCK OEM TYPE ROD, CAMSHAFT, AND CRANKSHAFT BEARINGS.
- *NO MAXIMUM OVERBORE.
- *AFTERMARKET PULLEYS AND WATERPUMP ALLOWED.
- *CRANKCASE EVACUATION SYSTEM TO HEADER ALLOWED.
- *AFTERMARKET OIL PAN ALLOWED.

CRANKSHAFTS:

- *MUST BE STOCK OEM CAST OR STEEL, NO AFTERMARKET SUCH AS SCAT, LUNATI, ETC. ALLOWED.
- *EFI: CRANKSHAFT MUST MATCH DECLAIRED ENGINE MODEL
- *STOCK OEM STROKE OF CRANKSHAFT BEING USED MUST BE MAINTAINED WITHIN +/- .010 "
- *NO LIGHTENING OR KNIFE EDGING OF THROWS OR COUNTERWEIGHTS.
- *MAY POLISH BETWEEN #4 ROD JOURNAL AND #5 MAIN JOURNAL SURFACE AREAS FOR THE PUPOSE OF IDENTIFYING. CRACKS MORE EASILY AND ELIMINATING SURFACE STRESS RISERS, NOT TO LIGHTEN.
- *ENGINE BALANCING ALLOWED. MUST BE DONE IN STANDARD PRODUCTION MANNER.
- *STUD GIRDLE KIT ALLOWED ON MAIN BEARINGS.
- *CRANKSHAFTS MAY BE INTERCHANGED AMONG BLOCKS WITHIN THE SAME MAKE WITH NO MACHING NEEDED. DIRECT FIT APPLICATIONS ONLY ON CARBORATED ENGINES ONLY.
- *CC MUST BE POSTED ON HOOD AND MUST BE CORRECT FOR YOUR BORE. ENGINES WILL BE P&G TESTED.

CONNECTING RODS:

- *ANY STEEL AFTERMARKET OR FACTORY ROD ALLOWED.
- *MAXIMUM LENGTH FOR FORD IS 5.7 INCHES
- *MAXIMUM LENGTH FOR TOYOTA 3TC IS 5.2 INCHES
- *ALL OTHERS; FACTORY LENGTH ROD
- *MAY POLISH STOCK OEM RODS
- *NO HOLLOW AFTERMARKET RODS
- *TOYOTAS AND HONDAS MAY USE H-BEAM RODS IF NO BLOCK MACHING IS NEEDED
- *MINIMUM 1.950" DIAMETER ROD JOURNAL FOR FORDS
- *ANY ROD BOLT ALLOWED

PISTONS AND RINGS:

- *ANY FLAT TOP PISTON WITH ANY NUMBER OF RING GLANDS ALLOWED.
- *MUST HAVE ZERO DECK HEIGHT
- *GAS PORTING IN RING GLANDS ONLY.
- *ANY STEEL WRISTPIN ALLOWED. NO TITANIUM PINS
- *ANY OEM DOME PISTON ENGINE MAY RUN ANY DOME PISTON. THE FLAT PART OF THE DOME PISTON MAY EXTEND 0.010 "ABOVE DECK HEIGHT.
- *ANY STYLE RINGS ALLOWED. MINIMUM 2 RINGS PER PISTON

BEARINGS, FASTENERS, AND GASKETS:

- *ALL ENGINE BEARINGS MUST BE STOCK OEM TYPE SLEEVE BEARING. NO ROLLER BEARINGS ALLOWED.
- *NO TITANIUM FASTENERS ALLOWED. ANY OTHER FASTENER ALLOWED.
- *HEAD AND MAIN BEARING STUDS ALLOWED.
- *ANY BRAND GASKETS ALLOWED. NO O-RING STYLE SEALING ALLOWED IN PLACE OF HEAD GASKET

CYLINDER HEAD:

*MUST BE STOCK OEM CASTING. NO AFTERMARKET HEADS ALLOWED

*EFI: HEAD MUST MATCH DECLAIRED ENGINE MODEL

*HEADS MAY BE INTERCHANGED ON BLOCKS WITHIN SAME MAKE ONLY IN DIRECT FIT APPLICATIONS. CROSSBREADINGWITHIN SAME MAKE IS ALLOWED ON CARBORATED ENGINES ONLY. EX: 2300 HEAD ALLOWED ON 2000 BLOCK

*ANGLE MILLING ALLOWED

*TWO VALVES PER CYLINDER MAXIMUM ON CARBORATED ENGINES

*STAINLESS STEEL OEM CONFIGURATION VALVES AND SWIRL TYPE ALLOWED

*VALVE STEMS MAY NOT BE SMALLER DIAMETER THAN STOCK FOR HEAD BEING USED WITHOUT WEIGHT PENALTY. IF VALVE STEMS ARE SMALLER THAN STOCK DIAMETER THEN COMPETITOR MUST DROP THEIR LEFT SIDE PERCENTAGEFROM 55% TO 53%

*NO TITANIUM VALVES

*VALVES MAY BE BACK CUT 30 DEGREES MAXIMUM

*VALVE STEMS MAY NOT BE CANTED IN HEAD

*NO INTERIOR DE-BURRING, POLISHING, EXTRUDE HONING, OR ACID PORTING ALLOWED.

*PORTS MUST BE STOCK AS CAST FROM OEM

*LIFTER BORE MAY BE MACHINED FOR SOLID ADJUSTERS

*VALVES MUST RETAIN STOCK DIAMETER HEAD

*ANY STEEL OR STAINLESS STEEL RETAINER/KEEPER/ SHIMS ALLOWED. ANY TYPE OF VALVE JOB ALLOWED. VALVE JOB ANGLES OPTIONAL.

*ANY VALVE SPRING COMINATION OR DESIGN

*REINFORCEMENT ON CAM BOSS ALLOWED

*LATE MODEL STOCK STYLE BOWL CUT ALLOWED. 1 ANGLE UNDER THE SEAT, 1 INCH MAXIMUM DEPTH OF CUT BUT DO NOT TOUCH THE VALVE GUIDE. CUT MUST BE INLINE WITH VALVE GUIDE AND MAY NOT BE HAND GROUND.

*NO BLENDING OF BOWL CUT TO PORTS OR ROUNDING EDGES THAT BOWL CUT CREATES.

*NO ROLLER CAM FOLLOWERS ALLOWED EXCEPT ON GM 151 ENGINES

*CAM BUTTON ALLOWED

CAMSHAFTS:

- *ANY AFTERMARKET HYDRAULIC OR SOLID CAM ALLOWED. CAM LIFT OPTIONAL WITHOUT ANY PENALTY.
- *ADJUSTABLE CAM GEAR ALLOWED
- *STOCK OEM STEEL OR DOUBLE ROLLER TIMING CHAIN AND GEARS WITH HEX ADJUSTMENT SLOWED.
- *ANTI PUMP UP HYDRAULIC LIFTERS ALLOWED
- *NO LIGHTWEIGHT PUSHROD
- *ONLY STOCK OEM ROCKER ARMS AND LIFTERS THAT WAS FACTORY OEM IN THE HEAD BEING USED
- *OIL RETURN SCREENS ALLOWED
- *LIFTER VALLEY BAFFLES ARE ALLOWED
- *LIFTERS MUST BE STOCK SIZE FOR HEAD BEING USED
- *ROLLER ROCKER ARMS ALLOWED ON GM ENGINES AND EFI MOTORS WITH FACTORY ROLLER ROCKERS.

INTAKES:

- *STOCK OEM FACTORY INTAKES WITH FACTORY PART NUMBER
- *FUEL INJECTION INTAKE ALLOWED
- *NO HIGH PERFORMANCE AFTERMARKET INTAKE MANIFOLDS
- *NO PORTING, POLISHING, COATING, DIPPING, PORT MATCHING, ETC.
- *INTAKE MAY ONLY BE MODIFIED TO ACCEPT CARBURETORS. NO OTHER MODIFICATIONS ALLOWED
- *CARBURETOR ADAPTER PLATE MUST NOT PROTRUDE DOWN INTO PLENUM
- *ALL PARTS MUST BE MASS PRODUCED ITEMS AVAILABLE AS STOCK PRODUCTION OVER THE COUNTER PARTS. NO SPECIAL TESTS OR MARINE TYPE PARTS.
- *ONLY NORTH AMERICAN DISTRIBUTED INTAKES ON DOMESTIC. ASIAN ALLOWED ON JAPANESE MAKES ONLY

EFI FUEL SYSTEMS:

- *ONLY ENGINES WITHOUT A CARBORATED OPTION MAY USE EFI SYSTEMS
- *OEM THROTTLE BODY FOR DECLARED ENGINE MODEL
- *NO MACHINING OR ALTERING OF THROTTLE BODY IN ANY WAY

*OEM UNALTERED FUEL RAIL FOR DECLAIRED ENGINE MODEL

*OEM UNALTERED SIZE FUEL INJECTORS FOR DECLAIRED ENGINE MODEL

CARBURETORS, SPACERS, AND ADAPTERS:

*HOLLEY 350CFM # 0-7448, # 0-80787-1 OR HOLLEY 500 CFM # 0-4412, #0-80583-1

*CHOKE HARDWARE MAY BE REMOVED

*CHOKE HORNS MUST REMAIN ON CARBURETOR, NO EXCEPTIONS

*ALL VACUUM PORTS MUST BE PLUGGED

*2 GASKETS @ .065 MAXIMUM ALLOWED

*ANY CARBURETOR ADAPTER OR SPACER, 1.5 INCHE THICK MAXIMUM

*2 CIRCULAR HOLES, 1 OVAL HOLE, BEVELED AND OR TAPERED ALLOWED

*NO MODIFICATION TO CARBURETOR FOR MOUNTING

*350 CFM, 30CC ACCELERATOR PUMP ONLY

*CARBURETORS WILL BE CHECKED PER NASCAR LATE MODEL STOCK GUIDELINES

*NO POLISHING, GRINDING, OR MACHINE WORK ALLOWED

*NO BASE PLATE MODIFICATION

*NO DRILLING OF ADDITIONAL HOLES EXCEPT PER THE NASCAR RULE BOOK

*BOOSTERS MAY BE CHANGED

*NO BOOSTER MODIFICATION TO SIZE OR SHAPE

*HEIGHT AND LOCATION OF THE BOOSTERS MUST REMAIN PER FACTORY SPECS ONLY

*ALL BOOSTERS MUST REMAIN OEM OUTSIDE DIAMETER ONLY

*VENTURI AREA MAY NOT BE ALTERED OR RESHAPED IN ANY MANNER

*NO ALTERED GASKETS, BASE PLATES, OR DRILLING HOLES INTO THE CARBURETOR

*NO BUTTERFLIES TO BE THINNED OR TAPERED

*IDLE HOLES MAY BE DRILLED IN BUTTERFLIES

*SCREW ENDS MAY BE CUT EVEN WITH SHAFT, BUT SCREW HEADS MUST REMAIN STANDARD

- *NO SHAFTS TO BE THINNED OR CUT AT ALL
- *ACCELERATOR PUMP DISCHARGE NOZZLE MAY BE CHANGED
- *POWER VALVE MAY BE CHANGED
- *JETS MAY BE CHANGED
- *NO OUTSIDE AIR TO BE PULLED THROUGH THE CARBURETOR OTHER THAN THROUGH THE VENTURI
- *ANYTHING NOT WRITTE IN RULES, WILL BE YECHED PER THE NASCAR LATE MODEL STOCK CARBURETOR RULES

AIR CLEANER:

- *ALL CARS MUST HAVE A METAL AIR CLEANER HOUSING
- *AFTERMARKET AIR CLEANER UP TO 14 INCHES IN DIAMETER X 5 INCHES TALL MAXIMUM ALLOWED
- *PAPER ELEMENT OR K&N TYPE ALLOWED
- *NO FUNNELING OF ANY AIR TO THE AIR CLEANER OR CARBURETOR
- *BASE OF AIR CLEANER MUST BE BELOW CHOKE HORN
- *NO CARBURETOR HATS, BAFFLES, ETC.
- *TOP AND BOTTOM OF AIR CLEANER HOUSING MUST BE THE SAME SIZE
- *EFI: STOCK UNALTERED AIR BOX OR CAN STYLE AIR FILTERS ALLOWED
- *EFI: CAN STYLE AIR FILTER NO LARGER THAN 8" ROUND X 8" LONG
- *EFI: CAN STYLE AIR FILTER MUST CONNECT TO THROTTLE BODY WITH SEALED DUCT NO LONGER THAN 4 INCHES

FUEL & FUEL SYSTEM:

- *TRACK FUEL OR PUMP GAS ALLOWED. MUST DECLAIR FUEL TYPE PRIOR TO QUALIFYING. NO E85
- *NO ADDITIVES
- *NO FUEL COOLING DEVICES
- *12 GALLON FUEL CELL MAXIMUM
- *FUEL CELL MUST BE MOUNTED IN A CAN MADE OF AT LEAST 22 GUAGE STEEL

*FUEL CELL MUST BE MOUNTED IN CENTER OF TRUNK AREA BETWEEN THE FRAME RAILS. NO MORE THAN 2" DEVIATION FROM CENTER OF REAR OF TREADWIDTH.

*FUEL CELL MUST BE PROTECTED WITH A SUFFICIENT AMOUNT OF STRUCTURE, INCLUDING A BAR BELOW AND TO THE REAR OF THE CAN.

*FUEL CELL VENTING HIGH AND TO THE DRIVERS SIDE RECCOMENDED

*MAY RUN HIGH PERFORMANCE MECHANICAL FUEL PUMP OR ELECTRIC. IF ELECTRIC PUMP IS USED, YOU MUST HAVE ROLL OVER VALVE AND SAFETY SWITCH. THIS MUST BE APPROVED BY TECH PERSON.

*FUEL WILL BE CHECKED RANDOMLY

*EFI CARS CAN RUN FACTORY FUEL TANK IN FACTORY LOCATION ONLY.

ELECTRICAL SYSTEMS:

*BATTERY MUST BE SECURELY MOUNTED AND ENCLOSED TO GUARD THE DRIVER FROM SPILLS OR EXPLOSIONS

*BATTERIES MUST BE MOUNTED IN TRUNK OR THROUGH FLOORBOARD BUT NO LOWER THAN FRAME RAILS

*ONLY ONE BATTERY ALLOWED IN CAR

*ONLY 12 VOLT ELECTRICAL SYSTEM ALLOWED

*STANDARD OR ELECTRONIC DISTRIBUTOR MAY BE MODIFIED FOR RELIABILITY ONLY

*STOCK TYPE COILS ONLY

*EFI: MUST RUN OEM IGNITION AND ELECTRICAL SYSTEM FOR DECLAIRED ENGINE MODEL (WIRE HARENESS, COIL PACKS, ECT.)

*EFI: OEM STYLE ECU FOR DECLAIRED ENGINE MODEL OR STAND UNITS ALLOWED. NO IN RACE ADJUSTABILITY BY DRIVER OF CREW.

*MSD, ACCCELL, MALLORY, ETC. INTERNAL PARTS, COILS, OR MODULES ARE ALLOWED, STOCK TYPE ONLY

*NO MAGNETOS

*NO MULTI SPARK DISCHARGE BOXES (MSD) ALLOWED

*POINTS TYPE ALLOWED

*NO FULL AFTERMARKET DISTRIBUTOR ALLOWED

*NO ADJUSTABLE TIMING CONTROLS

*NO TRACTION CONTROL DEVICES

*ALL WIRING IN CAR MUST BE SECURLY INSULATED AND FASTENED

*ANY SPARK PLUG WIRES ALLOWED

*ANY SPARK PLUGS ALLOWED

*NO DUAL POINT DISTRIBUTORS ALLOWED

*MELS DISTRIBUTORS ALLOWED

COOLING SYSTEM:

*NO ANTIFREEZE- \$100.00 FINE FOR FIRST OFFENSE*****

*STOCK COOLING SYSTEM ONLY IN STOCK LOCATION

*ANY RADIATOR ALLOWED

*MAY USE WATER WETTER TYPE PRODUCTS

*ELECTRIC FAN ALLOWED

*OVERFLOW HOSE MUST BE ROUTED TO BASE OF WINDSHIELD ON PASSENGER SIDE TO ALERT DRIVER IN CASE OF OVERFLOW OR TO A SEALED CATCH CONTAINER IN THE TRUNK AREA.

*FABRICATED MOUNTING FOR THE RADIATOR ALLOWED. MUST BE MOUNTED BETWEEN FRAME RAILS.

EXHAUST SYSTEM:

*ANY STOCK OR AFTERMARKET EXHAUST MANIFOLD OR HEADER ALLOWED

*4 INTO 1 AND TRI-Y STYLE ALLOWED

*EXHAUST PIPES MUST ROUTE TO BEHIND THE DRIVERS SEAT, AND MUST EXTEND TO THE OUTER EDGE OF THE CAR

*NO EXPOSED PIPES IN DRIVERS AREA

*EXHAUST MAY RUN THROUGH THE INSIDE OF CAR IF TOTALLY BOXED, SEALED, AND APPROVED BY TECH PERSON

*NO PIPES TURNED DOWN

*MUFFLERS ALLOWED, AND MANDATORY AT SOME TRACKS

*CRANKCASE TO EXHAUST EVACUATION SYSTEMS ARE ALLOWED. ONLY QUALITY CHECK VALVES WILL BE PERMITTED

OILING SYSTEM:

*STOCK TYPE WET SUMP ONLY

*EXTERNAL OIL FILTER AND COOLERS ALLOWED. MUST REMAIN UNDER THE HOOD WITH STEEL BRAIDED HOSE AND AN TYPE FITTINGS. NO RUBBER HOSE OR HOSE CLAMPS ALLOWED

*NO DRY SUMP OR ACCU-SUMP SYSTEMS ALLOWED

*ANY AFTERMARKET RACING OIL PAN ALLOWED

*SCREEN KITS IN OIL RETURN SYSTEM ALLOWED

*OIL PAN BAFFLES PREVENTING OIL FROM FLOWING AWAY FROM THE OIL PUMP PICKUP ALLOWED

*WINDAGE TRAYS ALLOWED

GROUND CLEARANCE:

*ALL HEIGHTS ARE MEASURED WITH THE DRIVER IN RACE TRIM

*FRONT SPOILER MINIMUM OF 4 INCHES

*CENTER OF CRANKSHAFT BOLT TO THE GROUND, MINIMUM OF TEN(10) INCHES

*FRAME HEIGHT MINIMUM OF 4 INCHES, MEASURED AT THE LOWEST PORTION OF FRAME.

*FUEL CELL AND OR FUEL CELL FRAME MINIMUM 8 INCHES FROM LOWEST POINT TO THE GROUND

*OIL PAN MINIMUM TO THE GROUND IS 4 INCHES

WHEEL AND WHEEL SPACERS:

*8 INCH MAXIMUM WIDTH WITH MINIMUM OF 2 INCH BACKSPACE

*STEEL WHEEL ONLY

*ANY WHEEL STUD DIAMETER AND LENGTH ALLOWED

*OFFSETS ON ALL 4 WHEELS DO NOT HAVE TO MATCH

*NO PRESSURE RELIEF VALVES ALLOWED

*NO WHEEL WEIGHTS ALLOWED

*MAY USE ANY SIZE, TYPE, OR ARRANGEMENT OF WHEEL SPACERS TO MAKE RIDE WIDTH MAXIMUM

WEIGHT:

*ALL WEIGHT AND WEIGHT PERCENTAGES ARE MEASURED WITH DRIVER IN CAR IN RACE TRIM

*EFI: ENGINE MODEL MUST BE DISPLAYED ON HOOD

*ADVERTISED ENGINE SIZE IN CC AND LEFT SIDE WEIGHT PERCENTAGE TO BE LOCATED ON THE HOOD, SO TECH PERSON CAN READ IT WHEN YOU ROLL ONTO THE SCALES.

*35 LBS OF LEAD MAY BE ADDED TO THE CENTER OF THE FUEL CELL, OR 5 GALLONS OF FUEL ADDED FOR POST RACE WEIGH IN.

*MAXIMUM OF 35 LBS OR 5 GALLONS REGARDLESS OF FUEL CELL SIZE OR NUMBER OF LAPS RUN

*ALL CARS WILL WEIGH ONE POUND PER CC AFTER RACE WITH A MINIMUM OF 2050 LBS

*TOYOTA 20R BLOCK WITH 22R HEAD MUST WEIGH 1 POUND PER CC

*FORD 2300 HEAD ON 2000 BLOCK MUST WEIGH 2150 LBS

*FORD PINTO/LIMA STYLE ENGINE WITH 1.50" INTAKE AND 1.75" EXHAUST VALVES MAY COMPETE AT 2300 LBS

*ALL EFI CARS WILL WEIGH 1lb. per cc WITH A MINIMUM OF 2225 LBS

*MAXIMUM LEFT SIDE WEIGHT IS 55%OF THE TOTAL WEIGHT UNLESS TOLD TO BE LESS BY TECH PERSON

*NO DISLODGED PARTS CAN BE ADDED BACK TO THE CAR AFTER RACE TO MAKE WEIGHT

*ALL LEAD MUST BE IN BLOCKS AND PAINTED WHITE WITH CAR NUMBER ON IT. ALL WEIGHT MUST BE SECURLY BOLTED WITH NYLON LOCK NUTS ON DOUBLE NUTS.

*ANY CHASSIS DESIGN OR CAR MAKE THAT HAS AN OBVIOUS ADVANTAGE OVER ANY OTHER MAY BE SUBJECT TO WEIGHT PERCENTAGE AND WEIGHT ADDITIONS FOR THE SAKE OF CLOSE COMPETITION. THIS WILL BE DETERMINED BY TECH PERSON.

SAFETY:

*SEAT BELTS MUST NOT BE ANY OLDER THAN 5 YEARS BY THE DATE ON THE BELTS. 5 POINT HARNESS MINIMUM. IF NO DATE, THEN REPLACE.

*HELMET} SNELL SA95 OR BETTER REQUIRED

*FLAME RETARDENT DRIVING SUIT WITH MINIMUM SFI-1 RATING REQUIRED. SFI-5 HIGHLY RECOMMENDED

*FLAME RETARDENT GLOVES AND SHOE HIGHLY RECOMMENDED

*NECK COLLAR, OR HEAD & NECK DEVICE, HIGHLY RECOMMENDED. EX: R3, HANS, HUTCHENS, ETC.

*ALUMINUM RACING SEATS ONLY

*APPROVED WINDOW NET REQUIRED

*2 ½ LB FIRE EXTINGUISHER WITH A DIAL, MUST BE LOCATED WITHIN REACH OF DRIVER OR A SWITCH TO ACTIVATE A FIRE SUPPRESSION SYSTEM.

*MASTER KILL SWITCH MUST BE MOUNTED WITHIN EASY ACCESS OF DRIVER AND ALSO SAFETY CREW MEMBERS FROM OUTSIDE OF CAR.

*IF YOUR CAR DON'T PASS PRE-RACE SAFETY TECH YOU CAN'T PRACTICE OR RACE UNTILL IT IS CORRECTED

*RADIOS ALLOWED

*TRANSPONDER MANDANTORY. MUST BE MOUNTED **ON OR BEHIND REAR AXLE**

*TECH PERSON MUST APPROVE ALL RACECARS TO COMPETE AND THEIR DECISIONS ARE FINAL.

TIRES:

*THE ONLY TIRE TO BE USED WILL BE THE HOOSIER 790 OR 800 ONLY.

*TIRES MUST BE INSPECTED, APPROVED, AND MARKED PRIOR TO RACE TO BE ELIGIBLE FOR COMPETITION

*NO SOAKING, GROOVING, SIPING, CAMBER CUTTING, OR TREATING OF TIRES IN ANY WAY. SNIFFER, DUROMETER, AND BLACKLIGHT WILL BE USED IN PRE AND POST RACE INSPECTION. **FAILURE CAN RESULT IN LOSS OF TIRES AND RIMS.**

*THE DRIVER IS RESPONSIBLE FOR COMPETING WITH THE CORRECT TIRES.

*IF YOU COMPETE ON OTHER THAN YOUR TIRES, YOUR RESULT WILL BE TOTAL DQ, LOSS OF POINTS, MONEY, AND/OR FINES & SUSPENSIONS.

*TIRES MAY BE BRANDED AND/OR MARKED INSIDE AND OUT

*AT LEAST ONE OF THE RIGHT SIDE TIRES OF THE TOP 3 FINISHERS MAY BE DISMOUNTED FOR POST RACE INSPECTION

*THE 4 TIRES YOU START THE RACE ON MUST BE USED FOR THE ENTIRE RACE UNLESS THERE IS OBVIOUS DAMAGE TO THE TIRE RENDERING IT UNSAFE.

*YOU MAY MOVE THESE FOUR TIRES AROUND ON THE CAR DURING THE HALFWAY BREAK BUT DO NOT CHANGE UNLESS APPROVED BY A RACE OFFICIAL.

PROTEST PROCEDURE AND COST:

PROCEDURE:

* IF A RACECAR PASSES INITIAL INSPECTION, IT IS NOT AUTOMATICALLY DECLARED LEGAL IN POST RACE INSPECTION. IF YOU SUSPECT ANY PART OF YOUR CAR IS NOT COVERED IN OUR RULES, DISCUSS THIS WITH THE TECH MAN BEFORE THE RACE.

*OUTSIDE OF THE NORMAL RANDOM CHECKS MADE BY THE TECH PERSON, A TEAM MAY PROTEST THE CAR THAT FINISHED DIRECTLY IN FRONT OF THEM ONLY.

*ONLY A CAR IN THE TOP 4 FINISHING SPOTS MAY BE PROTESTED.

*A VERBAL PROTEST MUST BE MADE WITHIN 5 MINUTES AFTER THE END OF THE RACE OR BY THE TIME THE CAR BEING PROTESTED LEAVES THE SCALES. AFTER VERBALLY ANNOUNCING THE PROTEST TO THE TECH PERSON, THE PROTESTING TEAM HAS 5 MINUTES TO SUBMIT CASH TO THE TECH PERSON AND STATE EXACTLY WHAT THEYARE PROTESTING. ALL

PROTEST MUST BE ACCOMPANIED BY CASH BEFORE THE TECH PERSON WILL IMPOSE PROTEST AND ASK PROTESTED CAR OWNERS IF THEY ACCEPT. WHEN CASH HAS BEEN SUBMITTED TO TECH PERSON, THEN THE REPRESENTATIVE OF THE CAR BEING PROTESTED WILL ACCEPT OR DENY THE PROTEST.

*ONLY 1 REPRESENTATIVE OF THE PROTESTING TEAM MAY OBSERVE ALL TECH PROCEDURES. THE TECH PERSONS DECISION ON WHETHER THE CAR IN QUESTION IS LEGAL BY THE RULES POSTED IS FINAL.

*IF THE CAR BEING PROTESTED HAS BEEN PENALIZED FOR AN INFRACTION ANNOUNCED PRE RACE AND ALLOWED TO RACE, THE INFRACTION WILL BE DISREGARDED DURING TECH PROCEDURES. THIS PENALTY AND INFRACTION WILL BE ANNOUNCED AND THE PROTESTING TEAM WILL BE ALLOWED TO WITHDRAWL THEIR PROTEST. THIS PENALTY SHOULD BE NOTED ON THE HOOD OF THE CAR NEAR THE CC'S AND WEIGHT SPEC FOR POST RACE PROTEST RIGHTS.

PRICE:

*PROTEST ENTIRE CAR, BUMPER TO BUMPER \$900.00 \$200.00 TO GO TO TECH PERSON AND \$700.00 TO WINNER OF PROTEST.

*PROTEST ENTIRE BOTTOM END OF ENGINE INCLUDING CLUTH AND FLYWHEEL \$500.00 \$100.00 TO TECH PERSON AND \$400.00 TO THE WINNER OF THE PROTEST.

*PROTEST THE HEAD, CARBURETOR, EFI SYSTEM, INTAKE, SPACER, AND BORE AND STROKE \$300.00 \$100.00 TO TECH PERSON AND \$200.00 TO THE WINNER OF THE PROTEST.

*PROTEST JUST BORE AND STROKE \$150.00 \$50.00 TO TECH PERSON AND \$100.00 TO THE WINNER OF THE PROTEST. IF THIS IS THE PROTEST, THE HEAD COMES OFF BUT THE PROTESTING TEAM IS NOT ALLOWED TO LOOK AT ANYTHING DEALING WITH THE HEAD.

*PROTEST JUST CLUTCH AND FLYWHEEL. \$150.00 \$50.00 GOING TO TECH PERSON AND \$100.00 GOING TO THE WINNER OF THE PROTEST.

*PROTEST SUSPENSION \$300.00 PER END OF CAR, INCLUDING VISUAL INSPECTION OF SHOCKS. \$100.00 TO TECH PERSON AND \$200.00 GOING TO WINNER OF THE PROTEST.

*SHOCK/ STRUT CLAIM RULES. \$100.00 PER SHOCK \$200.00 PER STRUT REFUSING CLAIM WILL RESULT IN DQ BUT NO WEIGHT PENALTY

*IF PROTEST IS NOT ACCEPTED, \$25.00 GOES TO THE TECH PERSON, AND THE REMAINDER GOES BACK TO THE TEAM THAT PROTESTED.

*TEAMS FOUND ILLEGAL, BY WAY OF PROTEST AND TEARDOWN PROCEDURES WILL LOOSE ALL POINTS AND MONEY FOR THE CURRENT RACE AND WILL CARRY AN ADDITIONAL 150 LBS FOR A TOTAL OF 2 SERIES RACES POST INFRACTION.

*ILLEGAL PARTS WILL BE MARKED AND RETURNED TO THE OWNER AT THE TECH PERSONS DISCRETION.

COMPETITION RULES:

*ANY CAR OR DRIVER WINNING (2) CONSECUTIVE RACES WILL CARRY AN ADDITIONAL 100LBS. ON THE RIGHT SIDE OF THE CAR IN AN AREA INDICATED BY SERIES OFFICIALS. THIS WEIGHT WILL BE CARRIED UNTIL THE CAR OR DRIVER IS WINLESS FOR (2) CONSECUTIVE EVENTS. THIS RULE WILL NOT BE CUMULATIVE.

*CONE RESTART WILL BE RACE PROCEDURE UNLESS CIRCUMSTANCES DO NOT ALLOW FOR IT.

*CARS GOING MORE THAN 2 LAPS DOWN UNDER RACE CONDITIONS WILL BE REQUIRED TO RETIRE FROM RACE.

******* ALL RULES SUBJECT TO CHANGE TO KEEP COMPETITION FAIR FOR EVERYONE *******