



Classic Vintage Racing Series (CVRS)

Presented by Auto Metal Direct

www.autometaldirect.com



2025 General Rules, Class Rules, & Eligibility

General Rules:

CVRS reserves the right to refuse entry of any car and/or driver into any event for any reason, or for no reason at all.

CVRS reserves the right to change and or amend rules at any time with or without notice. **Rule updates for 2025 are highlighted.**

Eligibility criteria for cars

- Must be an American manufacturer's steel body of an American car built from 1930 thru 1969
 - Any cars up thru 1974 **MUST** be approved to run with this series
- All cars must have stock or OEM replacement sheet metal. NO HOME-MADE BODIES ALLOWED.
- Trucks, station wagons, or convertibles will not be permitted.
- Cars must have all safety equipment required by the CVRS
- All competitors must comply with the rules and guidelines set forth by the CVRS
- Note: Vintage racecars with bodies older than 1930 must submit a request/appeal to series officials and receive approval to participate before they are allowed to compete.

General Rules for Race Cars

- No aluminum engine blocks allowed in any division. Aluminum heads are OK.
- No overhead cams allowed
- Two valves per cylinder only – maximum 16 valves per engine
- No part of the engine shall encroach into the drivers compartment
- No cubic inch limit

Induction System

- Induction system must be carburetors only.
- One barrel, two barrel, or four barrel carburetors are permitted
- Combinations of two or more carburetors are permitted
- Electronic or mechanical fuel injection is not permitted
- Super chargers and/or turbo chargers are not permitted. No forced induction of any kind is allowed
- Nitrous is not allowed
- Oxygenated fuels are not allowed

Wheels

- 10" minimum width required on drive axle
- Maximum wheel width on any car is 14"
- Mud plugs and wheel covers will not be allowed on any car at any time

Tires

- Minimum tread width of 8" required on drive axle
- Dirt tires will not be allowed for use on asphalt tracks
- Only "late model" dirt tires are permitted on dirt. No sprint car tires will be allowed

Mufflers

- Mufflers may be required at tracks that have local rules stating such. We will adhere to the local track rules for noise limits and muffler requirements.
- Removable mufflers must be securely attached if not welded. **If your mufflers are not welded on, you MUST have approval from the Technical Director to compete with bolted attachments.**

Scoring & Transponders

- The CVRS will use electronic scoring with **AMB-IT Transponders** at all tracks that are set up with this scoring equipment. All cars must have an onboard transponder in order to be scored for the race and/or to receive any seasonal points. Transponders will be securely fastened to the rear axle tube on all cars.

Driver Safety Equipment

Note: The safety rules and recommendations stated here are for your protection and the protection of others. They do not, however, guarantee your safety. You are responsible for your equipment, safe practices, and behavior. The CVRS does not claim or assume any risk and will not be responsible for any damages resulting from any accidents that occur during our events. Racing is a dangerous sport.

The driver, owner, crew, and family are fully responsible for all risks and injuries that may be encountered at the track, before, during, and after any event. By participating in any CVRS event, you are agreeing to assume full responsibility for yourself and your equipment.

All drivers must wear the following safety equipment

Helmet and face protection

- Helmets must be full face and will be Snell SA2015 certified or newer
- Snell 2020 certification **strongly** encouraged
- No motorcycle helmets will be allowed (“Snell M” certification)
- All helmets must be SA Certified
 - Note: Your helmet should be replaced every 5 years and/or after any significant impact

Fire Suits:

- Mandatory at all tracks and anytime the car is on the track. This includes hot laps, as well as packing the track before an event
- Single layer minimum
- Double layer highly recommended
- Fire resistant gloves, shoes, and underwear are highly recommended

All cars participating in CVRS events must comply with the following:

- Fire extinguisher
 - Mandatory – 2 pound fire extinguisher must be in the racecar at all times. Must be securely mounted in such a manner that it can be easily reached by the driver, crew, or track safety worker – from inside or outside of the car, in the event of a fire. The extinguisher must be easily dismounted for use when needed.
 - Each trailer in the pits must have either 1 (one) ten pound fire extinguisher or 2 (two) five-pound extinguishers in the pit stall with your race car
 - All fire extinguishers must be properly charged
 - At a minimum, all fire extinguishers must be rated for Class A & Class B fires.

- Roll Cage:
 - Roll cage must be at least a six-point cage with a minimum of three (3) horizontal bars in the left door area and at least two (2) horizontal bars in the right door area
 - 1950 thru 1969 bodies are required to have a minimum of 3 bars in each door
 - All joints must be welded – no brazing allowed
 - Gussets are HIGHLY recommended
 - Minimum roll cage tubing will be 1 ½” diameter with a .095 wall thickness
 - The CVRS realizes that some vintage cars may have been constructed with black iron pipe. Cars with a minimum 1 ¼” diameter black iron schedule 40 pipe may be allowed to participate, but must pass thorough inspection and receive approval from the Technical Director prior to participation
 - Roll bars in reach of the driver must have suitable roll bar padding
 - 11 gauge steel plating is recommended on door bars in vicinity of the driver

- Window Nets:
 - Must have full 11” x 24” minimum ribbon style window net. Mandatory.

- Scatter Shield/Bellhousing:
 - Use of a scatter shield on cars with manual transmissions is HIGHLY recommended
 - Automatic transmissions: We recommend transmission blankets and bolt on scatter shield around flex plate area

- Fire Walls:
 - Mandatory metal front and rear firewall. Steel firewall is recommended.

- Floorboards
 - Floorboards and fabricated interior trim must be metal
 - Steel plate of at least 1/8” thickness is HIGHLY recommended under driver’s seat
 - Steep plate highly recommended between driver’s door bars

- Roof:
 - Car body roofs that were not originally all steel must be filled with sheet metal. Original canvas roof sections are not allowed

- Driveshaft Loop:
 - Cars with open drivelines must have a drive shaft catch loop. Loop must be made from a minimum ¼" thick x 1 ¼" wide flat steel bar or .095 wall round tubing and circle the driveshaft 360 degrees. Driveshaft loops must be close enough to the front u-joint to prevent them from dropping to the ground. Recommend that loops are no closer than 6" behind the front u-joint and no further than 12" behind the front u-joint.
 - Driveshafts must be painted white for visibility and safety.

- Rear Axles
 - Full floating axles are mandatory. No exceptions.

- Wheel Studs
 - Must be a minimum of 5/8" diameter on small bolt patterns (5x5, 4 ¾ x 5, 4 ½ x 5) and a minimum of ½" diameter on wide five hubs.
 - All lug nuts must be 1" socket size and of the correct taper for the wheels you are running
 - Wheel stud threads must be even with the outer surface of the lug nut at a minimum. Highly recommend that 2 or more threads are showing past the lug nut.

- Weight
 - All weight/lead must be painted white and anchored with 2 (two) minimum ½" diameter grade 8 bolts. All lead must also have your car number on the weight.

- Brakes
 - Minimum of three wheel brakes required. Four wheel brakes recommended.
 - Disc and/or drum brakes are acceptable

- Driver's Seat
 - Racing style seat is mandatory for competition. No exceptions.
 - Seat must have rear headrest for whiplash protection. May be mounted separate from the seat.
 - Seat bottom and back must be secured to frame or roll cage structure
 - Seat may not be mounted to floor pan only.

- Safety belts & shoulder harnesses:
 - Lap belts must be a minimum of 3" wide
 - Shoulder belts must be a minimum of 2" wide
 - Anti-submarine belts (crotch strap) are required in all cars
 - All belts must be in good condition and securely anchored to roll cage or frame.
 - Belts must not be attached to floor pans or sheet metal
 - No cotton webbed belts will be allowed
 - Belts will be checked regularly for date of manufacture. Belts must be no more than 3 years old from date of manufacture. We recommend replacing belts every 2 years.

- Battery
 - Preferred mounting location is outside the driver's compartment
 - Batteries mounted inside the driver's compartment must be securely anchored and completely enclosed in an approved battery box. If plastic battery boxes are used, the battery must still be fastened securely to the frame. Batteries will not be allowed to be loose inside the battery box.
 - Fabric straps, bungee cords, or ratchet straps will not be allowed as restraints for the battery

- Ignition Switches
 - Ignition switch must be within easy reach of the driver or from the safety crew outside the car.
 - Switches must be clearly marked "ON" & "OFF"

- Rear view mirrors:
 - Side view and/or rearview mirror required. This is a safety feature so that slower drivers may be aware of faster drivers approaching. Using mirrors for blocking is not the intent.

- Radiator overflow catch cans
 - Mandatory
 - No glass bottles or jars

- Note: oil and water leaks are not permitted on asphalt tracks and will be closely monitored at dirt tracks as well

- Fuel:
 - Gasoline or racing fuel only – any octane permitted
 - No alcohol, methanol, E-85, nitrous, or oxygenated fuels will be allowed
 - Metal lines and flexible hoses will be allowed
 - Rubber lines must be fuel rated. No vacuum hose or clear plastic lines will be allowed.
 - Properly fitted AN lines highly recommended where flexible lines are required
 - Flexible line(s) between engine and frame HIGHLY recommended
 - All fuel lines must be attached firmly to the car
 - Any fuel lines routed through the driver's compartment must be fully encased in another larger diameter metal tube.
 - No fuel filters or fuel pumps with glass housings allowed
 - No plastic fuel filters will be permitted

- Fuel Cells:
 - Mandatory
 - Must be securely mounted behind rear firewall and protected with metal containers that enclose the actual fuel cell. Single wall metal containers will not be allowed. That's a gas tank... not a fuel cell.
 - Additional metal bars and/or tubing are highly recommended to encase and protect the fuel cell.
 - No sharp edges or tubing ends allowed near the fuel cell.
 - Safety foam baffles and roll over check valves are mandatory
 - Fuel Cell vent tubes must be below the bottom of the fuel cell

- Electric Fuel Pumps
 - Electric fuel pumps must be inspected and receive prior approval from the Technical Director prior to competition. Electric fuel pumps are not preferred.
 - If running an electric fuel pump, you must adhere to the rules of the speedway. They may not be allowed. Please check ahead of time.

- Windshield Bars
 - Must have minimum of 3 bars in front of driver.
 - Minimum material thickness is ¼" strap or solid rod/tubing

Shocks & Springs

• Shocks - All classes

- **The CVRS is instituting a shock claim for 2025**
- You may only have 1 shock per wheel
- Shocks may be claimed by any other driver for \$250/shock
- You can claim 1, 2, 3, or all 4 shocks @ \$250/shock
- Claim requests must be made to the race official(s) within 5 minutes after completion of your feature race – with cash in hand.
- For a driver being claimed: First time refusal to sell your shocks will result in disqualification of that night's events, as well as forfeit of all points, pay, and trophies for that night. A 3 race suspension will also be given. A second refusal to sell your shocks, should you have another claim against you at another event, and we'll kindly ask you not to return to race with the CVRS.
- Shocks are limited to units that are readily available on the retail market with a new retail price not to exceed \$250. Price does not include spring or coil-over kit hardware. \$250 means the shock only.
- Shock covers will not be allowed on any car at any time

• Springs – All classes

- You may only have 1 spring per wheel
- Stacking springs and/or bump stops will not be allowed
- Leaf Springs
 - Maximum rear shackle length is 6" – Center to Center on shackle bolts
 - Maximum height for front leaf spring eye bolt is 5" above bottom of frame to the center of the front eye bolt
 - The mounting height of the front leaf spring eyes must be within 1" of each other on the right and left side of the car
 - Rear spring shackle length and mounting heights where attached to the frame must be within 1" of each other on the left and right sides of the car

Bodies:

- Side windows will not be allowed at any time. All original factory window openings will remain open at all times. No plastic, Lexan, or sheet metal will be allowed to fill factory glass openings.
- Front ends must be stock appearing. No sheet metal, plastic, or other material may be used to 'fabricate' a likeness of a front end. These cars will be stock appearing, or they will not compete.
- No front air dams will be allowed below the front bumper.

Rules for Skeeters

Rule #1 – if there is any doubt as to the legality or status of a rule, contact the Technical Director for clarification BEFORE you come to the track. If you show up and are not allowed to compete due to an unacceptable component or configuration on your car, don't say you weren't warned.

Weight:

- 2,450 minimum during any pre-race inspection
- 30 pound burn off allowed after race for an absolute minimum of 2,420 pounds.

Chassis:

- Stock frames or a frame made from 2" x 3" rectangular tubing is permitted
- Frame and body can be mixed between manufactures
 - Example Ford frame with a Chevrolet body or vice-versa
- Minimum wheelbase for this class is 100"
- Frames may not extend outside the sides of the car body

Body:

- Body years allowed: 1930 – 1948
- Bodies must be metal and of U.S. manufacture or fiberglass replica
- Body parts such as doors, hood, and rear deck are mandatory and must be securely fastened
- Fenders are optional
- Hoods, fenders, running boards, & deck lids may be fiberglass, as long as they are stock appearing
- Modifications to bodies and body parts must be reasonably representative of the division and era when these cars were originally raced
- No radical or offset or skewing of the body on the chassis

Spoilers or Air Dams:

- No additional spoilers or air dams are allowed in this division

Front Ends:

- Straight axle front end only
- Leaf springs or coil-over shock assembly permitted with straight axle
- No independent coil spring or torsion bar A-Frame front suspension allowed
- Weigh jack bolts will be allowed

Wing:

- Front wings are allowed. Maximum 36" wide x 24" long x 12" high
- Roof wings are allowed
 - Roof wing must be mounted over the roof of the car, parallel with the racecar tires. The wing must be centered over the race car body when measured from left to right. No skewing of the wing is allowed.
- Wings must meet the following guidelines for construction:
 - The horizontal surface area will NOT measure more than 54" x 54" and will be constructed from metal, with a minimum thickness of .020" metal
 - The vertical side panels will measure NO TALLER than 24" and NO LONGER 60" and will be constructed from no less than .060" metal
 - Each of the vertical side panels will be spaced evenly (top to bottom and front to rear) when secured to the outer edges of the horizontal surface area of the wing
 - Wings will not be adjustable from inside the car
 - Wings **MUST** be mounted securely to the roll cage. Wings shall not be attached to the body.
 - Mounting tabs must be welded to the roll cage. Mounting tabs should be made from 1 ½" x ¼" in flat bar steel or from 1 ¼" diameter tubing with .083 wall thickness
 - Wing supports must be either welded or attached with at least 5/16" grade 8 bolts & nuts
- Steering:
 - Pitman arm style or rack and pinion steering is permitted
 - Power steering is permitted
- Rear Ends:
 - No independent suspension or radically offset drive train
 - Floating axle rear ends mandatory
 - Quick-change rear ends permitted
 - Stock style parallel leaf springs, or transverse leaf (buggy-style) are permitted
 - Coil-over shock assembly permitted
 - 3 or 4 link rear suspension set-ups permitted
 - NO BIRDCAGE SETUPS ALLOWED!
- Engines:
 - Overhead valve V-8 only
 - No aluminum blocks will be allowed
 - Aluminum heads are OK

- Ignition:
 - Ignition type is optional
 - Magnetos are permitted
 - Crank triggered ignitions will not be permitted

- Clutch, Flywheel, & Transmission
 - Type optional
 - Cars must start and move under their own power – no direct drives
 - No push starting allowed, other than for mechanical problems

- Droop Rule:
 - Droop rule for this class will be 3”
 - All suspension parts must be bolted or welded to the rear end axle tube
 - Axle tube must not rotate separate from any suspension components

Modified Skeeter

Same rules as Skeeter, but independent front suspension is allowed

Late Model Sportsman

Weight:

- All late model sportsman cars must weight no less than 2,700 pounds pre-race
- A burn off of 30 pounds will be allowed. Post race weight minimum is 2,670. No exceptions.

Body

- Body years allowed: 1949 thru 1969.
- Bodies up to 1974 require review and pre-approval by Technical Director prior to entering any event
- Body must OEM metal and of U.S. manufacture or OEM aftermarket reproduction
- Stock parts such as doors, fenders, hood, and rear decks are mandatory and must be securely fastened
- Absolutely no home-made body parts will be allowed. Strictly enforced.
- Hood may be fiberglass – only if it is stock appearing
- Modifications to body and body parts must be reasonably representative of the division and era when the racecar was originally raced – 50's, 60's, or 70's. Cars representing 1980's era styling will not be allowed to compete
- No aluminum, rubber, or plastic will be allowed on front ends, other than factory aluminum bumpers or factory aluminum grilles

Spoiler:

- A rear spoiler is allowed, but is limited to the following:
 - Maximum height is 7"
 - Maximum width is 60"
 - Spoiler must be a flat blade only – no Gurney lips or other unique configurations
 - Spoiler must be made of plastic or metal and be supported with braces.
 - No side panels will be allowed on spoilers
 - Support braces on the back of the spoiler to the body are permitted
 - Rear spoiler must be securely attached to the rear deck/trunk lid
 - Absolutely no front spoilers or air dams will be permitted

Chassis:

- All models that were produced as a unitized body must have a frame, or have the front and rear clips tied together using minimum 2" x 3" rectangular tubing in an approved manner. The Technical Director must inspect and approve all unitized body cars. Roll cages that are welded to the floor pan may not be allowed. Safety is key!
- A stock frame or a stock frame with a later model OEM type front clip is allowed. Example: A 1955 Chevy frame with a Camaro front clip is permitted
- A chassis fabricated using 2" x 3" tubing from the firewall back to the rear with an OEM type front clip is allowed. Example: 2" x 3" tubing with chassis with a Camaro front clip is permitted
- Frame and body manufacturers may be mixed. Example: Chevy body on a Ford frame is acceptable
- All cars must have a minimum wheelbase of OEM dimensions for the body being run, or no less than 105"
- Round tube chassis are not permitted in this division
- No sprint car type chassis are allowed in this division

Front Ends:

- OEM frames with stock-appearing coil springs or torsion bar A-Frame front suspensions are permitted
- Replacement upper A-Frames are permitted and may be adjustable
- Later model front clips on old chassis are permitted. Example: Stock Camaro front clip grafted to a 1955 Chevrolet frame is allowed
- Weight jack bolts are permitted
- No coil-overs or coil-over eliminators are allowed on the front end in this division
- Lower A-Frames must be stock and located in stock position
- Technical director must approve any other type front end configuration

Steering:

- Pitman style steering box or rack & pinion is permitted
- Power steering is permitted

Rear Ends:

- No independent suspension or radically offset drive trains will be allowed
- Floating rear axles are mandatory
- Quick change rear ends are permitted
- Coil over shock assemblies are NOT permitted on the rear of the car in this division
- No birdcage or floating suspension setups of any design are allowed
- Coil over eliminators/sliders will be allowed with a minimum 3" inside diameter spring
- Leaf Springs
 - Multi-Leaf springs are permitted
 - Mono-Leaf springs are permitted
 - Spring perch MUST be welded to the rear axle tube
 - Axle tube may not rotate separate from the any leaf spring assembly

Engines:

- Overhead valve V-8 only
- No aluminum blocks will be allowed.
- Aluminum heads are OK

Ignition:

- Ignition type is optional
- Magnetos are permitted
- Crank triggered systems will not be permitted

Clutch, flywheel, & transmission

- Type is optional
- Cars must start and move under their own power
- No push starting allowed, except for a mechanical problem

Late Model Modified

Note: If there is any doubt about the status of a rule, contact the CVRS Technical Director for clarification BEFORE you show up to the track with questionable components. You will not race with unapproved components or configurations on your car.

Weight:

- Cars must weigh no less than 2,700 pounds with driver during pre-race inspection
- Post race, minimum weight is 2,670. A 30 pound burn off for fuel is allowed

Body:

- Body years allowed: 1949 thru 1969.
- Bodies up to 1974 require review and approval by Technical Director prior to entering any event
- Body must OEM metal and of U.S. manufacture or OEM aftermarket reproduction
- Stock parts such as doors, fenders, hood, and rear decks are mandatory and must be securely fastened
- Absolutely no home-made body parts will be allowed. Strictly enforced.
- Hood may be fiberglass – only if it is stock appearing
- Modifications to body and body parts must be reasonably representative of the '50's, 60's, or 70's racing era.
- You will not be allowed to race with bodies that are representative of the 1980's racing or later.

Spoiler:

- A rear spoiler is allowed, but is limited to the following:
 - Maximum height is 7"
 - Maximum width is 60"
 - Spoiler must be a flat blade only – no Gurney lips or other unique configurations
 - Spoiler must be made of plastic or metal and be supported with braces.
 - No side panels will be allowed on spoilers
 - Support braces on the back of the spoiler to the body are permitted
 - Rear spoiler must be securely attached to the rear deck/trunk lid
 - Absolutely no front spoilers or air dams will be permitted

Chassis:

- All models that were produced as a unitized body must have a frame, or have the front and rear clips tied together using minimum 2" x 3" rectangular tubing. The Technical Director must inspect and approve all unitized body cars. Roll cages that are welded to the floor pan may not be allowed. Safety is key!
- A stock frame or a stock frame with a later model OEM type front clip is allowed. Example: A 1955 Chevy frame with a Camaro front clip is permitted
- A chassis fabricated using 2" x 3" tubing from the firewall back to the rear with an OEM type front clip is allowed. Example: 2" x 3" tubing with chassis with a Camaro front clip is permitted
- Frame and body manufacturers may be mixed. Example: Chevy body on a Ford frame is acceptable
- All cars must have a minimum wheelbase of OEM dimensions for the body being run, or no less than 105"

Front Ends:

- OEM frames with stock-appearing coil springs or torsion bar A-Frame front suspension is permitted
- Replacement adjustable upper A-Frames are permitted
- Later model front clips on older chassis is permitted. Example: Stock Camaro front clip grafted to a 1956 Ford frame is permitted
- Weight Jack bolts are permitted
- Coil overs are permitted in this division
- Technical Director must approve any other type front end. If your configuration does not clearly fit what is stated above, check with us first. We may not let you run with unapproved configurations.
- Square or rectangle full tube chassis with fabricated suspension is permitted in this division
- Round tube chassis are permitted in this division

Steering:

- Pitman arm steering box or rack & pinion steering is permitted
- Power steering is permitted

Rear Ends:

- No independent suspension or radically offset drivetrains are allowed
- Floating axle rear ends are mandatory – no exceptions
- Quick change rear ends are permitted
- Coil-Over shock assemblies are permitted
- Trailing arm and truck arm suspensions are permitted
- 3 link rear suspension configurations are permitted
- Coil springs in combination with leaf springs are permitted
- No birdcage type suspensions will be allowed
- All suspension parts must be bolted solid and/or welded to the rearend axle tubes
- Axle tubes cannot rotate separate of any other suspension component

Droop Rule:

- Droop rule for this class will be 3"

Engines

- Overhead valve V-8 only
- No aluminum blocks will be allowed.
- Aluminum heads are OK

Ignition:

- Type optional
- Magnetos are permitted
- Crank triggered ignition systems will not be allowed

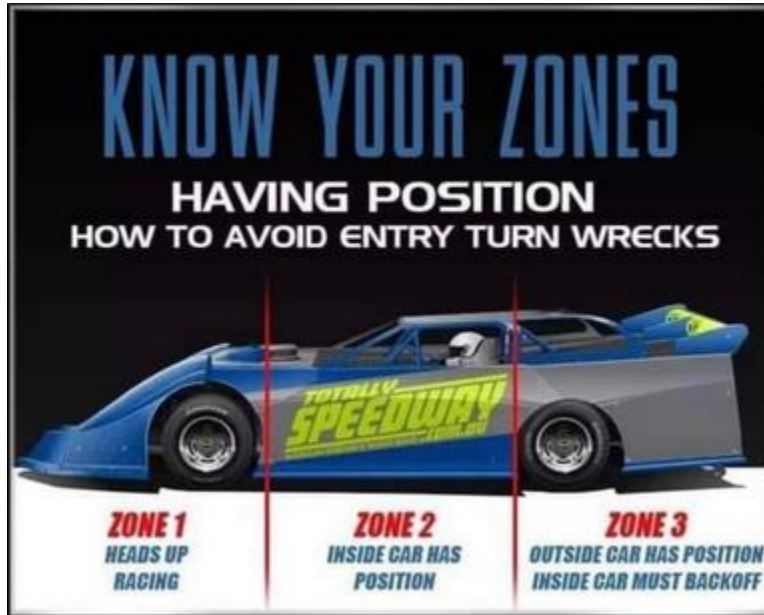
Clutch, Flywheel, & Transmissions:

- Type optional
- Cars must start and move under their own power
- No push starting allowed except for mechanical problems

Please review ALL rules thoroughly. If you have any questions, please do not hesitate to reach out to our Technical Director ahead of the race event you intend to participate in. We will strictly enforce our rules package. The last thing we want to have happen is for you to show up with something on your car that is questionable and you are not allowed to race with this series.

The goal of the Classic Vintage Racing Series is to preserve the racing of the 50's, 60's, & 70's. We will not tolerate inappropriate behavior on the track or in the pits. You will be disqualified and asked to load up if you cannot maintain yourself or your crew, on or off the track. We will maintain an atmosphere of respect and competitive racing where everyone supports the success of their competitors, however, we will not hesitate to put you on the trailer when warranted.

We do not tolerate rough or over-aggressive driving. Please pay attention to the diagram below and "know your zones." If the **front bumper** of your car is in each of the zones below, we expect you to drive appropriately as noted.



Space below provided for notes and/or questions:

Thank you for choosing to race with the Classic Vintage Racing Series!

CVRS Car & Driver Information Form

In order to compete with the CVRS at any racing event, **you must submit this form for approval.** There are no exceptions! You must be approved for competition prior to getting on the track with this series.

Car Owner: _____ Driver: _____

Address: _____

Phone Number: _____

Name & Social Security # for person collecting tow money (for 1099*): _____

*A 1099 tax form may be issued should your earning exceed the federal tax threshold

Emergency Contact (Name/Phone Number): _____

Car Number: _____ Year: _____ Make/Model: _____

Transponder Number (required for scoring at most tracks): _____

Class you intend to participate in: Please Circle One:

Late Model Sportsman

Late Model Modified

Skeeter

Modified Skeeter

Chassis Information: Please read all options first, then circle **ALL** items applicable to your car:

Full stock factory chassis

Stock front clip with square/rectangle tube rear

Full tube chassis

Stock front clip with round tube rear

Independent Front Suspension

Straight Front Axle

Leaf Spring Front Suspension

Leaf Spring Rear Suspension

3 link rear suspension

4 link rear suspension (No birdcages allowed)

Coil over front springs/shocks (2 ½" ID)

Stock front coil springs (5" diameter or greater)

Coil over rear springs/shocks (2 ½" ID)

Coil spring rear (4" diameter or greater)

A \$50 Series Registration Fee is required for each competing car