

LONESOME PINE RACEWAY LIMITED LATE MODEL

ENGINE ALLOWED:

A. 602 CHEVY CRATE W/6600 chip – 3050 lbs total weight/1375 RS weight
602 will be allowed to run a stock 650 cfm carburetor w/ a 1-inch spacer plate. You may change jets, power valves, acc. pump. etc. Engine must remain must as it came from GM, except you may change water pump and distributor.
Rocker Arm GM part #19210724 and Adjuster Nut part #88961233 may be used.
Scorpion 1.5 Rocker Arm part #SCP1035 with matching adjuster nut may be used.
Option 1 – GM Rocker Arm or Scorpion Rocker Arm may be 1.6, but no mixing of ratios.
3/8th inch stud ONLY.

B. 603 CHEVY CRATE W/6600 chip – 3050 lbs total weight/1375 RS weight
604 CHEVY CRATE W/6600 chip – 3100 lbs total weight/1400 RS weight
603 will be allowed to run a stock 390 cfm LMS approved carburetor with 1-inch spacer plate.
604 will be allowed to run a 500 cfm XP or HP LMS approved carburetor.
604 will be allowed a .750" maximum adaptor plate.
No more than 2 gaskets, not to exceed .065-inch thickness per gasket.
Engine must remain stock as per GM guidelines.
Option 1 – Rocker Arm GM part #19210724 and Adjuster Nut part #88961233 may be used.
Option 2 – Scorpion 1.5 Rocker Arm part ##SCP1035 with matching Adjuster Nut may be used. You may replace harmonic balancer with GM part #12551537.

A .030 overbore has been approved for the 603 and 604 crate engines.
The only piston that is approved is the Mahle part # 224-3497-030.

Competition Cams Valve Springs, part #26975-16 will be permitted.
Total Seal Piston Rings, part # CR6264 or part # CR6264-5 will be permitted.
Mahle Piston, part # 101P36 will be permitted with up to a .005 overbore with no penalty.
Main and Rod bearings may be replaced with standard 'P' bearings with no coating, heat treating or narrowed.
SCAT rod may be used, part # ICR5700
All crate engines may replace stock valves with Ferrera valves, part #F5001
Claim Rule will be \$1900 for cylinder heads, excluding rocker arms.
No Claim rules on 603 heads.

- C. ALL BUILT ENGINES w/6800 chip – 3100 lbs total weight/1400 RS weight
These engines will be allowed to run a 350-cfm carburetor. You may change jets, power valves, acc. pump, etc. NO machine work allowed.
- D. ALL BUILT ENGINES w/ Vortec Heads w/6400 chip – 3100 lbs total weight/1400 RS weight. These engines will be allowed to run a 500-cfm carburetor. You may change jets, power valves, acc. pump, etc. NO machine work allowed.

ENGINE DISPLACEMENT:

- A. FORD: 351 cubic inch displacement plus a maximum of 0.045 inch overbore per cylinder.
- B. GM: 350 cubic inch displacement plus a maximum of a 0.060 inch overbore per cylinder.

ENGINE BLOCKS:

- A. Aftermarket engine block will NOT be permitted.
- B. The engine block must retain all standard external dimensions with the exception of the maximum allowable overbore and the surfacing of the engine block deck. Angle cutting of the block deck will NOT be permitted. Removal of material from the engine block, with the intent of weight reduction will not be permitted.
- C. Aluminum engine blocks will NOT be permitted.
- D. Internal polishing of the block will NOT be permitted.
- E. De-burring of casting flash from the block will be permitted.

COMPETING MODELS:

- A. All car models with wheelbase of 105-112 inches
- B. Tube chassis – Tread width of 64 ½ inches +/- ½ inch at 4-inch frame height.
- C. OEM front clip cars – Tread width 66 ½ inches +/- ½ inch as raced.

CAR BODIES:

- A. Only stock/stock appearing aftermarket bodies allowed.
- B. All cars must meet template specifications per LMSC rules.
- C. Hood must fit to windshield or cowl at all times and have sufficient bracing.
- D. Rocker panels may be fabricated, but NOT be below frame rail.
- E. NO panning underside of car.
- F. NO side windows. Quarter windows are allowed. Only fresh air duct allowed.
- G. Window net must be installed on driver's side.
- H. Roof height will be 48 inches measured 10 inches from windshield while sitting on 4-inch blocks.
- I. Rear spoiler height will be 39 inches to ground.
- J. Spoiler may be 54 inches in width and 5 inches tall – maximum.
- K. NO added materials to quarter panels behind the rear wheels.

- L. Rear bumper must be complete and fastened to the bumper bar. NO cutting of bumper cover.
- M. Bumper length will be no greater than 53 inches from center line of rear wheel to the edge of the bumper cover.
- N. Make of vehicles must be displayed by way of nose decals.

PISTONS/RODS:

- A. Any flat top three ring round aluminum piston with three rings in place will be permitted. Valve reliefs for valve clearance only may be cut into the pistons. The piston must not protrude above the top of the engine block surface. The use of coatings will be permitted.
- B. Only Magnetic steel piston pins maintaining a minimum diameter of 0.927 inch will be permitted.
- C. Piston pin holes must be in a fixed location in the piston and connecting rods.
- D. Only two-piece insert style connecting rod bearings will be permitted. Roller bearings will NOT be permitted.
- E. Only solid magnetic steel connecting rods will be permitted. Hollow beam connecting rods will NOT be permitted. All rods must maintain the minimum/maximum rod lengths below:
 - a. Ford 6.250 max
 - b. GM 6.250 max

OIL PANS/OIL COOLERS:

- A. Oil pans must be made of magnetic steel.
- B. The oil pans must be a wet sump type and manufactured using a standard production type pan with only a sump reservoir added to the bottom. All bolt holes and bolt hole flanges must be visible. Kick-outs will NOT be permitted between the bolt on the flange and the top of the added-on sump. Spacers, other than sealing gaskets, will NOT be permitted between oil pan side rails and the engine block surface.
- C. Engine oil coolers may be either an oil to air or an oil to water heat exchanger mounted forward of the engine firewall. Air ducts will NOT be permitted. All oil cooler installations must be acceptable to LPR Tech Officials.

INTERNAL CHANGES:

- A. Internal polishing, porting and/or any other internal modifications will NOT be permitted.

CRANKSHAFT/HARMONIC:

The crankshaft and harmonic balancer MUST be acceptable to LPR Tech Officials and meet the following requirements.

- A. Only standard magnetic steel or cast-iron production design crankshafts will be permitted. If aftermarket crankshafts are used, they must be designed and manufactured the same as OEM crankshaft for the approved standard production engine. Stroke must not be increased or decreased. Balancing will be permitted. Material used to balance crankshafts must be permanently attached to the crankshaft.
- B. Only two-piece insert style crankshaft bearings will be permitted. Roller bearings will NOT be permitted.
- C. Counterweights must be the same shape, may be polished, but they must not be knife-edged, undercut or drilled to lighten the crankshaft. The rod bearing journals may be drilled. The main bearing journals must not be drilled. When weighing the crankshafts, the minimum weight shall include the timing chain sprocket. All crankshafts MUST weigh a minimum of 50 lbs.
- D. Harmonic balancers must be used and must be used as manufactured. Only standard OEM magnetic steel elastomer type harmonic balancer permitted. The use of O-rings or other devices that deviate from the standard OEM elastomer rubber insert will not be permitted. Outer covers, lips etc. to prevent the separation of the outer ring will be permitted provided they do not deviate from the standard OEM elastomer rubber insert.
- E. Electronic switching devices or sensors will NOT be permitted on the harmonic balancer, crankshaft, or flywheel.

CAMSHAFT:

- A. Only magnetic steel camshafts will be permitted. The camshaft bearing journal size must be the same as the standard production design for the production engine being used.
- B. Only standard production design timing chains will be permitted. Belt drive and gear drive systems will NOT be permitted.
- C. Only standard production sleeve type cam bearings will be permitted and must be the standard inside diameter for the approved production engine being used. The cam bearing bores in the block may be machined a maximum of 0.030-inch oversize from standard bore. Needle or roller bearings will NOT be permitted.
- D. Camshafts must be driven in the same direction of rotation as the approved standard production engine. The camshaft must maintain the same firing order as the approved production engine. ONLY original firing order is permitted.
- E. The front engine cover material must be acceptable to LPR Tech Official.

CYLINDER HEADS:

- A. Cylinder heads must be stock cast iron production only and are limited to two valves per cylinder.
- B. ONLY magnetic steel valve springs will be permitted.
Titanium valve springs will NOT be permitted.
- C. Port matching or flow work will NOT be permitted.
- D. Angle cutting of the cylinder head to the engine block mating surface will NOT be permitted.
- E. The cylinder head stud or bolt holes must not be offset or drilled off-center for the purpose of moving the cylinder head in any direction.
- F. O-rings will NOT be permitted for sealing the cylinder head to the engine block.
- G. A maximum of three valve seat angles plus the bowl cut will be permitted. When cutting the valve seat angles, stone or grinding marks will not be permitted above the bottom of the valve guide. All cutting in reference to the valve job and bowl area must be centered off the centerline of the valve guide. Radius cuts will NOT be permitted. Upon completion of the valve job, the bowl area above the valve seat to the bottom of the valve guide must still be the same configuration as far as shape and finish as it was from the manufacturer. Surfaces and/or edges where the cutter or the stone has touched must NOT be polished. Hand grinding or polishing will NOT be permitted on any part of the head. When replacement valve guide bushings are installed, the valve guide boss must retain the same shape and configuration as it was from the manufacturer.
- H. ONLY current design cylinder heads will be permitted.
- I. All valves must be identical in appearance and construction as an OEM type valve. Titanium or exotic material valves will NOT be permitted.
- J. Coating of valves will NOT be permitted.
- K. Air directional devices will NOT be permitted on any of the valve surfaces.
- L. The valve stems MUST have a minimum diameter of 0.34375-inch. The valve stem diameter may be undercut to a minimum diameter of 0.302-inch in area of the valve stem from the head of the valve to the bottom of the valve guide.
- M. Hollow valve stems will NOT be permitted.
- N. The maximum valve sizes as measured across the face of the valve are as follows:
 - a. FORD Intake – 2.020 Exhaust – 1.600
 - b. GM Intake – 2.020 Exhaust – 1.625

EXTERNAL CHANGES:

- A. External modifications will NOT be allowed.
- B. All cylinder heads are limited to a minimum 62cc combustion chamber for each cylinder.
- C. The combustion chamber may be machine cut, on the walls beside the valves ONLY, to equalize the chamber cc. Any other machining or grinding will NOT be permitted.

- D. Removal of material from cylinder head, with the intent of weight reduction, will NOT be permitted.

VALVE LIFTERS:

- A. Only solid magnetic steel or magnetic steel hydraulic valve lifters will be permitted. Roller tappets, ceramic valve lifters, mushroom valve lifters and any type of mechanical assistance exerting a force to assist in closing the valve and/or push rod, commonly known as 'rev kits' will NOT be permitted.
- B. ONLY flat tappet straight barrel lifters will be permitted. Lifters must be the same diameter and length as the original equipment for the approved standard production engine.
- C. ONLY Magnetic steel one-piece, pressed together valve push rods, without any moving parts will be permitted.
- D. The standard production design push rod guide plates will be the only guide plates permitted.

ROCKER ARMS/VALVE COVERS:

- A. Only steel or aluminum rocker arms, one per valve, that are acceptable to LPR Tech Official may be used.
- B. Roller rocker arms will be permitted. Rocker arms for all GM and Ford engines must be an independent single stud type. Dual shaft rocker arms will NOT be permitted. Offset rocker arms will NOT be permitted with the exception of the Ford part # M-6049-N351 cylinder head intake valve ONLY. Stud girdles will be permitted.
- C. All aftermarket rocker arm assemblies must be acceptable to LPR Tech Official.
- D. Valve covers must be made of steel or aluminum.
- E. Magnesium and other exotic materials will NOT be permitted.

INTAKE MANIFOLD:

- A. The intake manifold must be approved by LPR. The approved manufacturers identification in the form of cast-in part numbers must remain unaltered on the intake manifold.
- B. LPR Tech Officials may use an intake manifold provided by the respective manufacturer as a guide in determining whether a competitor's intake manifold conforms to the specifications of the rule book.
- C. The intake manifold material MUST be aluminum. Magnesium or other exotic materials will NOT be permitted.
- D. If at some time during the season, you need to change style of engine, it is the driver's responsibility to notify the Competition/Race Director.

ENGINE LOCATION:

- A. Engines may be interchanged from one body manufacturer to another.
- B. Type of engine determines location.
- C. All Chevrolet engines must be centered in chassis +/- 1 inch. The center of #1 spark plug must be in line with left upper ball joint. Should be as raced.
- D. Ford and Dodge may be set back even with right front upper ball joint with front of #1-cylinder head.
- E. Minimum of 12-inch crank height measured from the center of crank pulley to the ground on all models. Will be checked on 4-inch blocks under frame rails.

CARBURETOR SPACERS:

- A. Holes must be centered and cut perpendicular with the base of the carburetor. NO tapers or bevels.
- B. Only 2 gaskets allowed – 1 per side and maximum thickness of .065.
- C. NO adjustable spacers permitted.
- D. .750-inch maximum aluminum spacers allowed on 350 and 500 carburetors.
- E. 1-inch maximum metal spacer allowed on 390 and 650 carburetors.

CARBURETOR REWORK GUIDELINES:

- A. No polishing, grinding or machine work allowed on any part of carburetor.
- B. No alterations except choke hardware may be removed and all vacuum ports must be plugged. Base plate must NOT be altered in shape or size.
- C. Boosters may not be altered in any manner. Including size, shape, or height of model number.
- D. Any attempt to pull outside air other than through the venturi is NOT permitted.
- E. All cars must have a throttle stop on carburetor.

AIR CLEANERS:

- A. Round element with minimum of 12 inch and maximum of 14 inches allowed.
- B. Front fascia may go halfway around breather and only 4 inches in height. May NOT be enclosed.
- C. Top and bottom of air cleaner must remain the same size.
- D. Dry type paper element may be maximum height of 4 inches with minimum of 1 ½ inch.
- E. No tubes, funnels or anything which may direct airflow will be permitted.
- F. Base of air cleaner on 2-barrel carburetor may NOT extend higher than choke horn.
- G. Base of air cleaner on 4-barrel carburetor may NOT extend more than 1 ½ inch above mounting ring of carburetor or below throttle linkage.
- H. NO cold air boxes or air induction allowed.
- I. Base of air cleaner MUST maintain a ¼ inch clearance above throttle linkage.
- J. It is required that you wire your oil breather on the valve cover to the valve cover.

EXHAUST:

- A. Exhaust MUST exit past the driver out the right or left side door ONLY.
- B. Only 2 into 1 collectors allowed.
- C. No stainless steel or Teflon coated headers will be allowed. May be externally Blue Coated to prevent rust. No internal coating of any kind allowed.
- D. Header wrap will ONLY be permitted around driver's foot box.
- E. Heat deflectors will ONLY be permitted between headers and clutch/brake master cylinders.
- F. NO stepped heads.
- G. NO 180 degree or cross over headers allowed.

SUSPENSION:

- A. Spring spacers or screw jacks may be used on front and rear of cars.
- B. OEM type steering box. Aftermarket tie rods. Center link, idler and pitman arms allowed. NO rack and pinion.
- C. Aftermarket spindles allowed.
- D. Lower A-frames may be fabricated of be OEM and must be same length on both sides.
- E. Upper A-frames may be fabricated.
- F. Front sway bar may be OEM or aftermarket. Mounting points may be aftermarket. Maximum sway bar diameter 1-3/4-inch OD with ends up to 1 ¼ inch OD maximum. Minimum sway bar length.
- G. Leaf spring, 3-link or truck arms are allowed on rear.
- H. Steel rear lower trailing arms required.
- I. NO damper shocks allowed on top link or track bar allowed.
- J. Adjustable lowering blocks allowed on leaf springs.
- K. Trailing arms must have same bushings in both arms, either moonball or rubber bushing. Must maintain a minimum thickness of .117. NO spring loading trailing arms.
- L. Aftermarket or OEM 5x5 design hubs allowed.
- M. Wide 5 hubs allowed.
- N. 4 inch minimum – right height.
- O. 12 inch minimum – crank height.

CLUTCH:

- A. NO carbon fiber clutches permitted. All other are allowed.

TRANSMISSION/FLYWHEEL/DRIVESHAFT:

- A. Two, three or four speed transmissions are allowed, BUT are required to have working reverse. OEM standard production ONLY.
- B. NO straight cut or machined gears allowed.
- C. NO lightened or polished gears allowed.
- D. NO automatics allowed.

- E. NO direct drive transmissions allowed.
- F. MUST run a steel flywheel.
- G. Hydraulic clutch permitted.
- H. MUST have low-proof bell housing.
- I. Bottom of bell housing may be cut.
- J. Driveshaft may be steel or aluminum between 2-3/4 inches to 4-inch diameter.
- K. NO carbon fiber drive shafts allowed.
- L. Driveshaft must be painted white or silver.
- M. Must have one (1) driveshaft loop.

REAR END:

- A. Rear ends must be either a floater or quick change.
- B. Only heavy duty quick-change rear end allowed with a minimum end bell diameter of at least 12 inches.
- C. NO cambered rear ends +/- .5° grace.
NO more than 1° grace.
Bolt on snout allowed, but NOT adjustable.
- D. NO aluminum tubes or yokes allowed.
- E. NO torque limited devices allowed.
- F. NO titanium rear end parts allowed.

SHOCKS & SPRINGS:

- A. One shock and spring per wheel.
- B. NO bump stops permitted on shocks or chassis.
- C. MUST be steel bodied shocks, non-adjustable and non-valve.
- D. NO composite leaf springs allowed.
- E. NO coil binding allowed. Coil binding as defined by LPR: Limiting or stopping the travel. Will be checking by way of the following:
 - a. Gale Force Machine, Measurement will be taken by compressing the nose of the truck to the ground. Take measurement of eyelet to eyelet, then load in Gale Force machine and compress to the same measurement. Must compress farther than the 1st measurement taken by ½ inch to be deemed light.
 - b. The car will be pulled up on a set of ½ inch boards. The nose will be compressed and must touch the ground to be deemed legal.
- F. The front coil springs must be heavy-duty magnetic steel and must be constructed with closed, ground coil end and one (1) open coil end. The closed end of the coil spring should not have a gap larger than 1/8th inch. Grinding of the open coil should NOT be permitted beyond the first inch of the open coil and should NOT exceed ½ of the coil spring wire diameter.
- G. All coils must be evenly spaced after the first coil on the closed end of the sprint. All coils must be wound producing the same inside and outside coil diameter.

- H. Progressive or digressive rate springs will NOT be permitted.
- I. Only two (2) spring rubbers allowed per spring, not to exceed more than 1 turn on that spring.
- J. Helper spring is allowed only on the rights rear shock to keep spring in place. CANNOT be used as a spring for travel. Helper spring must be fully compressed with static weight as raced.
- A. The **ONLY ALLOWABLE** shock is a Non-Adjustable, Non-Shrader Valved, Sealed, Steel Bodied Shock, so it CANNOT BE DISMANTLED.
- B. Claimer Rule has been added for \$75.

BRAKES:

- A. Single pistol steel/aluminum calipers allowed.
- B. ALL 4 of the wheel brakes must be in working order.
- C. NO titanium brake parts allowed.
- D. NO carbon fiber brake parts allowed.
- E. Aftermarket brake and clutch petals allowed.
- F. Dual master Cylinder allowed.
- G. Brake bias adjusters allowed in drivers compartment.
- H. NO adjustable brake blowers. ONLY on/off allowed. ONLY one (1) per wheel allowed. ONLY one (1) switch per axle.
- I. Bolt on wheel fans are permitted.

COOLING SYSTEM:

- A. Aluminum radiators permitted.
- B. Internal or external cooler permitted.
- C. MUST have overflow turned onto windshield or run into overflow can.
- D. NO dumping overflow behind rear wheels.
- E. Electric fan permitted.
- F. **NO ANTI-FREEZE** – There will be a \$100 fine if caught with anti-freeze in engine.

ELECTRICAL SYSTEM:

- A. Electronic or point type ignition system allowed.
- B. NO magnetos permitted.
- C. ONLY a stock appearing coil allowed.
- D. Aftermarket distributors allowed on all engines.
- E. ONLY 12-volt battery system allowed.
- F. ONLY one (1) ignition box allowed. NO adjustable timing controls allowed.
- G. ALL ignition boxes must be approved and sealed by the Competition/Race Director prior to qualifying tech.
- H. Ignition box must be visible and out of drivers reach. Connection MUST be wire tied together during race competition.

- I. NO open-ended wiring in driver's compartment.
- J. Tachometer must be able to unhook. NO digital readouts. Connection must be wire tied together during race competition.
- K. Any type of traction devices are NOT allowed. NO computerized systems are allowed at any time.
- L. Battery may be mounted outside of driver's compartment in a safe manner. If inside driver's compartment, it MUST have a cover around it and mounted in a safe manner.
- M. Battery disconnect must be mounted in driver's compartment where safety personnel can reach easily and quickly.
- N. Alternator may NOT exceed over 14.9 volts output.

FUEL & FUEL SYSTEM:

- A. No mixing of additives or other fuels allowed.
- B. Fuel must pass chemical test at the discretion of LPR Official.
- C. Fuel cells are mandatory.
- D. 22-gallon maximum cell capacity.
- E. The only contents of all fuel cells will be fuel cell foam and fuel. NO blocks, spacers, or any other foreign matter to take up space inside cell.
- F. Cell must be wrapped in a steel container.
- G. 8-inch fuel cell minimum height with driver in it.
- H. MUST have minimum of 1/8th inch straps.
- I. Fuel cell bar MUST extend past fuel cell can by one (1) inch.
- J. Fuel burn-off is one (1) lb per lap.

WHEELS:

- A. Only steel wheels are permitted.
- B. 15-inch x 10-inch wheels ONLY.
- C. ONLY straight rails with offset wheels.
- D. NO bleeders allowed.
- E. Wheels MUST be marked with race team's number.

WEIGHT BALLAST:

- A. Straight rail cars MUST add 75 lbs to the right side.
- B. MUST be painted with car number on it.
- C. MUST be bolted securely and no less than 5 lb blocks.
- D. Penalty of \$2 per pound for any lead lost on racetrack and loss of the lead.
- E. NO Tungsten allowed. If found, it will be confiscated.
- F. All cars will be weighed with Driver in correct positioning.

WEIGHTS WITH DRIVER IN CAR:

| | TOTAL WEIGHT | RIGHT SIDE |
|--|--------------|------------|
| A. 602 Crate w/650cfm carb | 3050 | 1375 |
| 603 Crate w/390cfm carb | 3050 | 1375 |
| Part # 080583-1 4412 carb may be used per LMSC rules | | |
| 604 Crate w/500cfm carb | 3100 | 1400 |
| B. All built engines | 3100 | 1400 |

WEIGHT OF CARS MAY BE INCREASED OR DECREASED TO ASSURE AN EQUAL RACE PROGRAM

A .030 overbore has been approved for the 603 and 604 Crate engines.

The only piston that is approved is the Mahle part # 224-3497-030.

Any motor changes must be turned into the Track Administrator before competing.

Any discrepancies found between paperwork filled out by driver and the teching of the car will become subject to disqualification and all monies/points forfeited.

TIRES:

- A. Competitors will be required to purchase tires at the racetrack the day of the event in order to receive points and/or monies for that race event. **NO OUTSIDE TIRES WILL BE PERMITTED.**
- B. Competitors have the option to turn in all racing scuffs each week if you are going to race those same tires the next race. (ALL tires must be turned in)
- C. If you decide to keep your racing scuffs till the next race, you are still required to buy new racing scuffs for the next race.
- D. If tires leave the racetrack, they are **NO LONGER** race tires. They will be practice tires **ONLY.**
- E. You may buy as many practice tires as you need.
- F. First race of the season, you will be required to purchase a minimum five (5) tires and/or a maximum of six (6) tires.
- G. Tire serial numbers will be recorded and kept on record to keep tires from getting swapped. These tire serial numbers belong to the car **ONLY.**
- H. **NO SELLING OR SWAPPING OF TIRES BETWEEN DRIVERS/TEAMS.**
- I. Anyone who is caught with wrong tires will lose all monies and points for that race event and be subject to fines. This will **NOT** be tolerated.
- J. **NO** tire soaking permitted. If caught, you will lose all monies and points for that race event and subject to fines. This will **NOT** be tolerated.
- K. **NO** nitrogen tanks will be permitted for use of airing/sizing of tires. **NO** nitrogen tanks will be permitted in pit area.
- L. Tire pricing is as follows:
 - a. \$150 for 5 tires (3 Right side— 50's and 2 Left side— 45's) for \$30 more you can add a F45 for the left.

FRAME/ROLL CAGE:

- A. Be sure to check your frame heights at the shop. DO NOT let chassis hit the scales!
- B. Frame rails may be a minimum of 2-inch x 3-inch x .083-inch wall thickness between wheels.
- C. Frames must be perimeter style on front and rear with no offset. NO underslung frame rails on rear.
- D. Chassis must not hit racing surface or scales at any given time. IF you shower us with sparks, you will be parked! Sparking/Dragging will be determined by the Competition/Race Director.
- E. Cage must have at least 4 door bars on both sides and be centered on top of outside frame rails. Perimeter style ONLY.
- F. ALL bars in green house must be at least 1 ¾ inch x .090-inch tubing.
- G. Driver's door bars must be covered by steel plate with 1/8th inch minimum thickness. The door plate must have access hole in all four (4) corners as a safety precaution. Foot box must be protected by roll bar and/or 3/16th inch plating.
- H. Floorboards may be raised 10 inches for driveshaft and header clearance and must be sealed off. NO boxed interiors.
- I. MUST have 1 ¾ inch x .083-inch windshield bar.
- J. ALL bars within driver's reach must be padded.
- K. Stock OEM front sub-frame with tubing frame connector allowed.
- L. Stock OEM clip MUST have factory OEM mounting points for lower control arms. May use aftermarket lowers.
- M. Stock OEM clip MAY fabricate upper control mounts and re-position.
- N. Stock OEM clip cars may take off 50 lbs total weight (25 lbs left & 25 lbs right.)
- O. A steel firewall must separate the driver from the engine compartment and fuel tank. NO open hole allowed.
- P. NO crush panels allowed over 12 inches.

CAR NUMBERS:

- A. Car numbers MUST be visible for scoring purposes.
- B. Door numbers must be 18 inches in height.
- C. Posted on both doors.
- D. Roof number required. 28 inches minimum height. Roof numbers are recommended to face reading toward the grandstand.

Track officials will have discretion to modify these rules as needed.

Track officials will determine legality of all components.