

2025 LANCASTER MOTOR SPEEDWAY RULES

These rules are issued to govern the conduct of racing events at Lancaster Motor Speedway for the 2025 racing season. It is the intent of Lancaster Motor Speedway management, officials and staff to enforce these rules to ensure fair competition and consistency at each event. The track promoter and race director will act upon any situations not specifically covered by these rules and their decisions will be final.

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TABLE OF CONTENTS

- Overview
- Points System
- General Rules
- Sign-In/Draw Procedure
 - Scoring
 - Flagging
 - Protests
- Suspension Policy

DIVISIONAL RULES

- Limited Late Model
- Renegade Sportsman
 - Extreme 4
 - Pure Stock
 - Vintage
- Thunder Bomber
- Crown Vics

LANCASTER MOTOR SPEEDWAY (2025) OVERVIEW

2025 General Overview: **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 and/or regulations shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF/OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements.

Any interpretation or deviation of these rules is left to the discretion of the officials of Lancaster Super Speedway and Speedway Ventures LLC.

THEIR DECISION IS FINAL. IF IT IS NOT IN THE RULES, DON'T ASSUME – ASK!

Our goal is to apply all rules firmly and equally. Officials reserve the right to modify/change or alter rules during the season to promote fairness and safety. Any changes will be posted on the bulletin board on the front of the draw/pay booth building. Any cars not meeting these rules may be allowed to run at track's discretion with weight being added or penalty. Many calls made by track officials are judgment calls; these calls are not subject to review or change after a race event.

The promoter can refuse the entry of any car, driver or spectator at any race. Any dispute will be taken up with the promoter or race director after the race and ONLY in an orderly fashion.

Drivers and crew members will conduct themselves in a calm and sportsman like fashion at all times. The driver will be the spokesperson for his/her team's car owner in all matters. Any driver or crewmember that uses loud or abusive language toward any track official or employee may be fined and/or suspended from future racing events, lose all winnings and/or may lose all points for the event from that night. Penalties will be enforced at the discretion of the management.

Fighting is strictly prohibited. Anyone caught fighting will be turned over to local law enforcement officials and are subject to fines and punishment is applicable by law. Drivers will be held responsible for the actions of their crewmembers and penalties may be enforced upon a driver if a crewmember is in violation of said infractions. (Penalties are to be enacted at the discretion of

track management and officials).

No disorderly conduct will be allowed at the draw window, driver's meeting or payoff window. **NO TOLERANCE!!!**

Any person other than Law Enforcement found with ANY WEAPON (concealed or otherwise) on his/her person is subject to fine, loss of weapon and arrest.

PARTICIPANTS ARE ENCOURAGED TO CARRY INSURANCE

All accidents/injuries must be reported on the night of the event and **WILL NOT BE ACCEPTED ANY LATER THAN 24 HOURS AFTER THE INCIDENT OCCURRED DURING EVENT OPERATIONAL HOURS.**

There is absolutely no coverage on privately owned vehicles damaged on track property (all parking areas – grandstands and pit area). There is no coverage on tools.

ANY ENTRANCE ONTO RACETRACK PROPERTY IS TAKEN UPON FREEWILL AND IS SUBJECT TO CERTAIN RISKS!

All participants should inspect the racing and pit area before the event begins upon arrival. If you see a potential danger before, during and after the event, it should be called to the attention of the track owner or officials' attention immediately.

LEGAL REQUIREMENTS:

Every driver and or car owner must fill out the following before any competition is allowed. Drivers information and profile form.
Insurance waiver/release and proper federal
IRS/tax forms.

The state and federal government requires that all money earned be reported by IRS 1099 documents if a participant earns more than \$600. If you refuse to supply this information, you will not be allowed to compete.

POINTS SYSTEM

The points system for 2025 will be as follows:

"POINTS WILL ONLY BE AWARDED TO THE DRIVER, NOT CAR NUMBER"

Finishing Position	Points Awarded	Finishing Position	Points Awarded
1	35	13	23
2	34	14	22
3	33	15	21
4	32	16	20
5	31	17	19
6	30	18	18
7	29	19	17
8	28	20	16
9	27	21	11
10	26	22	11
11	25	23	11
12	24	24	11

All races contested in the 2025 season will be counted as point races, unless otherwise stated in the schedule.

GENERAL RULES

Any driver caught under the influence of any DRUGS OR ALCOHOL prior to or during any event will be disqualified from competition and will not be allowed to race. A "breathalyzer" test may be randomly administered to drivers and any other action deemed appropriate by officials.

There will be NO ALCOHOLIC BEVERAGES allowed in the protest area. No person(s) under the influence of alcohol or drugs will be permitted in the protest areas.

SCALE AREA: During post-race weigh-in, the scale area is off limits. ONLY ONE CREWMEMBER PER CAR is allowed entrance to the scale area.

Driver must start the race by taking the initial green flag in the main feature event to receive any purse money or points.

All prize money should be claimed at the payoff window as soon as possible when announced. If a driver is unable to pick up earnings, it will be held for a maximum of ONE WEEK ONLY. If money is not collected within one week, then it will be forfeited. NO EXCEPTIONS!

CAR NUMBERS: The speedway reserves the right to request a car number change on any race car to avoid duplication; or if the

number cannot be clearly seen. Cars are scored from the main press tower above the grandstands and must appear on both sides of the car a minimum of 24" high. A number at least 36" high must be clearly visible from the roof of the race car and must be able to be read by the scorer from the passenger side. Any car may be assigned a number by the track steward. All cars from the prior racing season will continue to use their old numbers unless a change is requested.

FOR REASONS OF SAFETY: No person is allowed onto the racing surface unless requested by a track official or member of the track's emergency safety crews or law enforcement.

At the Track Officials request, **ONLY** sheet metal or "minor repairs" can be serviced by the track official when driver is **ASKED (OR RACEIVER)** to stop on the front straightaway of the track. **ALL** other repairs must result in taking the car to the pit area and track position will be forfeited. Any car may be sent to the pit area for repairs at the discretion of the track officials. **NO TOOLS WILL BE ALLOWED ON RACING SURFACE DURING COMPETITION.**

Cars must be self-starting. If you must be pushed off, you are using up the time limit for the event.

Speed limit in the pit area is limited to 5 MPH! This will be consistently monitored by **ALL** track officials and the consequences for all speeding violations may be disqualification.

All cars must pass safety inspection by track officials or they will not be allowed to race.

Drivers can race in ONLY TWO EVENTS per race night.
NO car can race in more than one registered event.

All cars must have wrecker hook-ups on front and rear – NO EXCEPTIONS!

Hot laps are given to each division at the beginning of the event. If a driver misses his hot lap session for his/her division, he/she CANNOT participate in the hot laps of any other division. NO EXCEPTIONS!

If a driver is participating in more than one division, then it is his/her responsibility to arrive at the staging area in a timely manner for the second/or next race. The race will not be held up; if the driver is not in the staging area when the cars are called to the racing surface, then he/she will forfeit that starting spot and be moved to the rear of the starting line-up.

All races (heat races or main features) are officially declared "underway" once cars are called out of the staging area and have reached the racing surface. UNDER NO CIRCUMSTANCE is any driver allowed to change cars after this point in any event!

Any driver who exits his/her car while a race is underway, for reasons other than immediate danger (fire, driver safety) may be disqualified and may forfeit all money and points earned for that event. AT NO TIME ARE CREWMEMBERS ALLOWED ONTO THE RACING SURFACE unless directed by a trace official. ALL VIOLATIONS OF THIS RULE MAY RESULT IN IMMEDIATE DISQUALIFICATION OF DRIVER FOR THAT RACE.

WORKING RECEIVERS ARE MANDATORY in ALL divisions – NO EXCEPTIONS!

SIGN-IN: REGISTRATION & DRAW PROCEDURES

It is the responsibility of each driver to sign in/register and draw for all event starting orders upon arrival at the racetrack. ANY driver changes after the closing of the draw window/registration will result in said driver starting at the rear of the starting line-up for that heat race.

If a driver chooses NOT a draw for a starting position in a heat race, they should register with the scorer, expressing their intent to start at the rear of said event.

Starting positions in heat races are determined by random draw; these assigned starting positions cannot be changed for any reason and are final. Any changes to heat race lineup will ONLY affect the original lineup, whereas the original "line" (inside or outside) will change. Cars will only move up to the next ROW – lineups will not be changed by "criss-crossing," Should a driver forfeit his/her starting position, they will be moved to the end of the original "line (inside or outside)."

QUALIFYING: Any event involving qualifying will be scheduled and run according to driver registration and draw. If a driver does not register for a qualifying event or misses the order where they drew, then he/she will be placed in front of the drivers that did draw and will get only one lap.

SCORING

HEAT RACES, QUALIFYING AND MAIN EVENT/FEATURES:

If the main event results in two unsuccessful start attempts, then the inside pole car will be awarded the first starting position.

The starting lineups for all main feature events will be determined by heat race/qualifying race results. If for any reason, a driver change occurs once the main feature event starting lineup is posted, that car will be moved to the end of the starting LINE (inside or outside).

Any driver who enters a main event having entered the racetrack property "late" or past the conclusion of the heat races/qualifying, will be allowed to start at the end of the longest line in the starting lineup for that feature event.

Any car that goes 3 laps down under green-flag competition will be black-flagged and scoring will stop for that event.

FLAT TIRE LAPS: 2 laps will be given to any competitor ONE TIME during a main event. The car must be scored on the lead lap. IT IS THE RESPONSIBILITY of the driver for signaling the track official at the moment he/she enters the pit road area (front or back entrance). Your laps do not start until you stop in your pit.

The race is scored by the lead car in all events, in the event of a

caution all cars scored in a completed lap will hold their positions. To complete the first lap, then the lap is officially counted and all cars that did not cross the start/finish line upon the display of caution will be lined up according to the original starting lineup; cars must maintain a safe speed until the field comes together under the caution. The car(s) causing the caution will be lined up for the restart at the end of the field.

After the completion of the first lap, if cars do not complete the next lap(s) upon a caution thrown, then the scorer will revert to the last lap scored to determine the remainder of the restart lineup.

False starts (jumping) or starts called off for debris will not count as an official attempt to get the first lap in.

If the first lap of the race fails to be completed in two attempts in double-file formation, the third attempt to start the race will be a single file restart. The race will restart on the third attempt according to the original starting lineup.

Any car that is "one lap down" to the leader will be lined up BEHIND all lead lap cars on restarts.

The lap will be "red-flagged" in the event that the track is deemed unsafe for normal racing pace to continue. If this occurs, all scoring will stop, and the race will restart according to the order of the previous lap scored, not including any cars that were involved in the accident. Those cars will be started from the rear of the last lap scored.

The race will end under "green flag conditions." All events will race back to the checkered flag, unless the final lap is cancelled by the race director. If the final lap is stopped due to competitor safety, then once the track is returned to safe conditions, the race will conclude on a final "GREEN/WHITE TOGETHER" last lap.

If two or more cars cross the start/finish line at the same time at the checkered-flag, the scorer will award the win to the car on the inside (nearest the infield). This will apply in all events.

After the race is complete, if a race car becomes "stuck in the mud," the driver will have TWO MINUTES to get the car out of the mud UNASSISTED. If wrecker assistance is required to remove a "stuck" race car, then that driver is disqualified.

Further, all cars must finish the race under their own power. At no time will a car be allowed to be "pushed across" the finish line to complete a race. Should this happen, scoring will be stopped on the previous lap.

All cars are subject to post-race/event weight inspections (heat races, qualifying, main events). The top five cars must cross the scales at the end of their race.

In the event of rain or bad weather during any main event, the race is official once the scoring has passed the half way point of the race (ex. 5/10,6/12,8/15,10/20, etc.). The night is declared.

POST RACE WEIGH-IN: HEAT RACES AND MAIN EVENTS – after all

heat races and main events, the TOP FIVE cars are REQUIRED to pass through the scales. QUALIFYING: all cars must pass through the scales at the conclusion of their qualifying lap(s).

Time limits will be strictly enforced for each event in each class.

If any driver wins ANY three feature/main events in a row, then they are required to start at the rear of the main event at the next regular event entered. This will apply to all classes. (Special events are excluded).

FLAGGING

Any driver jumping the start will be sent to the rear of the field.

Any car that enters the pit area following the exit of cars from the staging area to begin the race will forfeit their track position and will restart at the end of their original line.

INITIAL START OF RACE: Races will begin double-file on the front straightaway between string of green lights and the flag stand BY THE FLAGMAN. The inside car on the front row will set the pace of the initial start. It is the responsibility of the drivers in the remainder of the field to keep pace with the inside car. Once the pace is set for the start of the race, if the inside driver should suddenly increase the speed of the pace (jump out from the row) or suddenly decrease the speed of the pace ("brake check"), prior to the commitment line, then that driver will be signaled for jumping the start and will be dealt with by the race director.

The race will start double-file on the front straightaway by the FLAGMAN (flagman starts the race) at a smooth speed of 25-50 mph.

RESTARTS: The race leader will restart the race within the "commitment points"

If any driver stops on the track to avoid getting lapped, then that car will be scored "one lap down" at the point of the incident.

Drivers must maintain sportsman like conduct at all times while on the racing surface. In the event where ANY unsportsmanlike conduct is displayed (intentional ramming or contact) before, during or after an event will be subject to immediate disqualification, penalties, fines and/or suspension. It will be at the discretion of the race director and track owner/promoters to impose penalties and fines.

Any car determined as CAUSING a caution will restart at the rear of the field. Any car being determined as causing THREE cautions in any event will be pitted and scoring will stop. This will also apply if a car is deemed unsafe by track officials at time called will be "just racing" and car will be put back in their place on the same lap and no caution car.

MULTI-CAR WRECKS ON THE INITIAL START: In the event of a multi-car incident on the initial start of any event, all cars that can continue without pitting will be returned to their original starting lineup.

RACE DIRECTOR AND PROMOTER HAS FINAL WORD!

FLAGS COLORS & DESCRIPTIONS

Green – Race begins or resumes from another conditional flag.

Yellow – Racing under caution. Conditions adverse or hazardous.

Red – Racing has come to a halt. All cars must stop.

Black – The "consultation flag." Driver must pit, usually due to rule violation.

Blue with Yellow Stripe – Move over and let faster cars by.

White – Final lap of the race.

Checkered – The race is over. A winner will be declared.

HEAT RACES

-5 Laps

MAIN EVENT

Renegade Sportsman 15 laps. Extreme 4, Vintage, Thunder

Bomber, Crown Vic and Pure Stock – 10 lap Main

Late Model – 20 laps Time limits will be strictly enforced.

***LAP COUNTS FOR SPECIAL EVENTS MAY BE CHANGED**

PROTEST

No safety rules can be protested. To protest a car, you must finish directly behind the car you are protesting, OR you must protest all cars between you and the car you intend to protest. You cannot protest cars that finish behind you, UNLESS you have been protested by that car (back protester).

All protests must be originated at the scale area FIVE MINUTES after the conclusion of the event, once the light is displayed to begin time limit. The intent to protest must be written (PRINTED) and must be given to the tech-man only! Only the driver may wage a protest (NO CAR OWNER/CREWMEMBER/FAN can declare a protest of ANY TYPE!). At the conclusion of the time limit, a signal will be seen and/or heard indicating that protesting is over, and NO MONEY WILL BE ACCEPTED FROM THAT POINT.

Once a protest is waged, the driver of the protested car has FIVE MINUTES to exercise the option to back-protest.

The driver of the car that is protested must post track fee to accept the protest.

If the car is declared LEGAL, then the track fee paid by the driver is refunded and the protester's fee (minus any track fee required to protest) is awarded to said driver.

If the car is declared ILLEGAL, then the track fee paid by the protested car will NOT BE REFUNDED and the protester will receive a 100% refund on the protest fee.

REFUSAL TO POST TRACK FEE ON PROTESTS OR TEAR DOWN

REFUSAL: If you are protested and refuse to accept the protest

by not paying the track fee and refusing teardown, then the protested car is declared illegal and will be required to start in the rear of that division's main event the following week.

After any protest is waged and any money has been paid, there will be NO CANCELLATIONS of the protest and money will not be refunded. The protest will be carried out as originally intended. In the event where the protester decides to cancel the protest, he/she will lose their protest fees.

The track reserves the right to deny any protest at ANY time. The racetrack MAY REJECT any protest due to impending threatening weather or lateness of time. No grudge protesting.

No protest will be accepted on any item outside of the motor (pulleys, brackets, etc.) or anything NOT covered in the rules.

Competitors must furnish their own tools for teardown.

Only THREE (3) people are allowed in the protest area per car that has been protested. Only ONE (1) person allowed from car that is doing the protesting if no back protest. Only ONE (1) person from each car allowed in the tech room during tech inspections. NO ONE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS WILL BE ALLOWED IN THE TECH AREA AT ANY TIME!!! NO EXCEPTIONS!!!

After a protest is made on an engine specification, then cars must be ready in one-and-a-half (1 ½) hours for official check. The engine will be checked no more than two (2) times and will be ruled on, LEGAL or DISQUALIFIED. You will be given an additional 30 minutes (1/2 hour) to pull oil pan.

Definition of stock: No modifications to factory parts or specifications. The absence of a specific rule does not imply approval, consent or permission regarding the subject.

PROTEST FEES: 2 items per protest in applicable classes. Track will keep \$100.00 of all fees.

Renegade Sportsman - \$400.00, \$150.00 to pull oil pan; \$100.00 to accept - \$700.00 to pull crank to weigh only.

Extreme 4 – Protest: Any 2 items, \$300 track keeps \$100: Head (cam included), Bore & stroke, Intake, Suspension, Clutch & Flywheel.

\$350: Crankshaft & Rods, oil pan will be removed, crank & rods will be inspected.

*Track reserves the right to keep any part for clarification.

VISUAL PROTESTS - \$25.00 and will be kept by the track. Visual protests must be made before cars are called to the staging area prior to any event. Magnets may be used for aluminum products. Visual protest is on any item that can be seen without removing or opening body panels, including hood and decking. Bodies and sheet metal are not protestable and are policed by the track. Items that are deemed illegal by visual protest can be changed to be made legal before the next scheduled event, but the competitor must start at the rear of that next event (heat race or main event).

FUEL PROTESTS: \$150.00 and can be protested as a single item or used as a THIRD ITEM ONLY in another protest. On multi-car

protests, if protesting fuel only, any cars finishing ahead of that car can be protested on fuel only.

TIRE PROTESTS: \$125.00 per tire for all divisions. Protesters will have the choice of tire to be analyzed. Only the top three (3) finishing cars can be protested on tires. Protesting will follow the same rules as any other protest (you can only protest the car finishing directly in front of you). Tire protests are allowed after main event only. Intent to protest tires must be in writing and presented to the tech man prior to the conclusion of the weigh-in at scales. Tires can be randomly checked by track for any division after any heats, qualifying or main events.

TIRE PROTEST PROCEDURES: All protested tire samples will be impounded and sent off the following Monday morning for analysis.

Absolutely NO traction control devices of any type (electrical or mechanical) will be allowed or tolerated in any division.

Absolutely NO VACUUM PUMPS will be allowed or tolerated in any division.

Any illegal device is subject to confiscation. All points and purse monies will be forfeited, and driver and car owner may be suspended indefinitely at the track's discretion.

THE TECH MAN'S DECISION IS FINAL! Drivers of cars that are declared ILLEGAL are automatically disqualified.

SUSPENSION POLICY

Procedure for Suspension of Drivers from Competition at Lancaster Speedway

This will act as a warning to ALL competitors who race at Lancaster Speedway. At no time will any act of deliberate malice with the intent of damaging another competitor's race car, under a period of caution, red flag, or checkered flag, be allowed nor tolerated.

If any driver commits such an act of aggression with the end result being to eliminate any other car from competition for that race, that driver will be immediately disqualified from the event for that night and may serve a one-week suspension from racing at Lancaster Motor Speedway. If any driver returns from a suspension period, and that driver engages in the action again, they may be suspended for two weeks.

Any driver who has been suspended from competition for any set amount of time in the previous TWO seasons of racing and is found to commit such an act of aggression in violation of his policy, that driver will automatically be suspended for up to four weeks.

After the four-week suspension has ended, any driver who returns from that suspension and commits this offense for a third time, that driver will be banned from competition at Lancaster Super Speedway for the remainder of the season. Additionally, a monetary fine will be assessed to that driver (payable to Lancaster Super Speedway) prior to being allowed to return to racing at

Lancaster Super Speedway the following season. There will be no appeals process for this policy.

SAFETY RULES

Safety is the number one priority at Lancaster Motor Speedway; all cars and safety equipment are subject to safety inspection before being allowed to compete. All competitors must follow safety rules as stated in this rulebook.

1. Full face helmet, complete fire suit with racing shoes- MANDATORY.
2. Racing gloves are recommended but not mandatory.
3. Roll Cage - MANDATORY – Must have minimum of three (3) bars in driver's door. No aluminum or titanium cages permitted.
4. Window net – MANDATORY.
5. Fuel Cell MANDATORY (Must be mounted in Metal Can).
6. Seat Belts – Five (5) point system MANDATORY.
7. Windshield screen – MANDATORY
8. Fire Extinguishers – with gauge, mounted in a quick

release harness in reach of drivers MANDATORY.

9. Scatter shield – MANDATORY.
10. Battery – must be mounted outside of driver compartment or in enclosed bolted down box.
11. Fuel Lines – Must be underneath car or in tubing.
12. Ballast Weight: Any lead or steel weight added to any car in any division must be solidly mounted to the roll cage or chassis only, with a minimum of 2 ½" bolts. ALL weight must be painted white

Limited Late Model

BODY:

1. Weight -Built motor, 2375 lb, 604 crate 2200lb, 602 2100lb.
2. 602 Thunder Series and Mid East 602 Late Models cars can run their series rules and weigh 2150lbs except tires. All Cars on

American Racer tires.

3. Rear of car may be open.

4. 78 inches at the top of the doors max side to side (width).
Checked at firewall and behind driver's seat.

5. 72 inches max rear width measured at spoiler.

6. 78 inches max rear body width measured 12 inches below spoiler.

7. Maximum width of body measured at bottom of doors 86 inches. Measured in the center of doors.

8. 8" rear spoiler, 39" from ground to deck measured at middle of car.

1. **CHASSIS AND SUSPENSION:**

1. Engine setback, 6" maximum, measured #1 spark plug to top center ball joint.

2. 101" minimum wheelbase.

3. Rear bumper may not extend over $\frac{1}{2}$ width of rear tire on each side. Ends must be capped and should be angled to not be a puncture danger in the event of a wreck. May be curved inside rear quarter panels at 90 degree angle.

3. Front push bars allowed, may not exceed width of front

chassis rail.

4. Suspension- OPEN- ANY TYPE
5. Front, rear wrecker pick up MANDATORY
6. No part of frame may be aluminum or titanium.
7. J bars only allowed
8. No hydraulic or remote adjustable 4 link bars allowed

Radius Rods 1. All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock-type radius rods are permitted. 2. Heim joints must be a minimum 5/8, and a maximum 3/4" heim. No rubber bushings. 3. ONLY Two (2) radius rods per side.

Birdcages 1. Birdcages may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage. 2. Limited one birdcage (1) per side. 3. Shock(s) and radius rods must mount to the birdcage. 4. Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.

No air shocks on chain limiters, just for clarification left rear bottom shock mount ppm 2042r style is ok. A swivel shock mount.

SHOCKS:

Pro Shock WB74 or 75 on front. AFCO 14 series also allowed, 74 or 75.

Pro Shock WB94 or 95 on rear. AFCO 14 series also allowed, 94 or 95.

Pro Shock WB74 or 14 series AFCO 74 for 5th coil.

Shock protest rule is \$100 per shock. Shock will be took to a shock dyno and tested. \$50 to accept.

No bump stops or stack springs permitted

Only one shock with spring attached per wheel on the 4 corners, spring must be contacted with the shock, no phony shocks or sliders allowed.

ENGINE #1

1. Cubic inch- 365 cubic inch max. NO TOLERANCE.

2. Block- ANY CAST IRON.

3. Crankshaft- 48 lbs. minimum

4. Rods- Any Steel

5. Pistons- Any Flat top only

6. Camshaft-open

7. Heads- Cast iron (230 runner maximum) or Chevy 604 aluminum heads. Port and Polish OK.

8. Valves-stainless steel only, no titanium

9. Lube Systems- wet sump only

10. Intake- ANY

11. Exhaust System- ANY

12. Engine protest will be accepted on block, crank, pistons, cubic inch, carb, and valves.

ENGINE #2:

LS Engine 5.3 "The Mighty Mouse"

The 5.3 engine comes from factory at 325 cubic inch. We are allowing .60 over bore. Maximum cubic inch is 335

1. Block: Cast iron 5.3 only
2. Heads: Factory GM casting numbers 706 and 862. Valve sizes intake 2.000. Exhaust valve 1.551 Maximum. Intake valve part numbers V3452 or V3466. Exhaust valve part number V4371. No porting or polishing of any kind to ports or combustion chamber. 58 cc minimum.
3. Rods: Must be factory stock rods only. Part numbers 143 or 3847. No lightning. You may balance new rod bolts, resize, and float the wrist pins. Stock length only.
4. Piston: Part number P5036 silvolite. You may zero deck the block, no tolerance.
5. Camshaft: Part number EL5.3LSX. This cam is a hydraulic roller lifer cam. Lifters Part number 2281. Must be stock hydraulic roller lifters only. The camshaft must be purchased from Concord Engines 704-273-2453 (Ask for Tony)
6. Crankshaft: Part number 216. This is a stock production crankshaft. No lightning or cutting. Balance ok.
7. Intake: Part number 300-132 Holly Intake. No porting or polishing of any kind.
8. MSD Ignition Box: Part number 6014

Fords and Chevy's can run a one stage pump, but cannot have a tank. Lines have to be short and close to motor. May have a

remote filter in return line. If there is a tank mounted on your car, you will be DQ'ed! This is not a dry sump setup!

FUEL SYSTEM:

1. Fuel- Gasoline, Racing Gas, or E-85 fuel allowed. No methanol or alcohol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethylhexanol. Must pass track test.

2. **CARBURETOR:** - Box stock 650 Holley #4777. Must pass track gauges. May remove choke flap only. You may drill holes through butterfly. (May change jets, power valve, plastic secondary squirter arm replacement OK). \$700 claim Rule.

3. Fuel Pump- any mechanical, NO ELECTRIC.

IGNITION SYSTEM: Any, No traction control allowed.

1. DRIVE LINE:

1. Transmission- ANY, must have working reverse.
2. Drive shaft- ANY must have hangers
3. Rear End- ANY

4. Must have operational 4 wheel braking system.
Proportioning and RF brake shut off valve permitted.

TIRES AND WHEELS:

American Racer PRO-2, Pro 3 ONLY,

Grooving and siping are allowed. Tires must match the benchmark sample at the independent laboratory. No tire enhancers allowed. Steel or aluminum wheels only. No carbon fiber or titanium.

1. PROTEST RULES

CARBURETOR:

1. Protest \$150, \$50 to accept. Carb looked at by track and checked for any modifications.
2. Carb claim fee of \$700.

TOP END PROTEST:

1. Included in a top end protest are the heads, valves, pistons, and cubic inch.
2. Protest fee \$600, \$100 to accept.

BOTTOM END PROTEST:

1. Included in bottom end protest are the rods, pistons, crankshaft, and cubic inch.
2. Protest fee \$1000, \$100 to accept.

2025 BAM Renegade Sportsman Rules:

BAM RENEGADE SPORTSMAN

Both Options:

BODY: Aftermarket (track approved) dirt bodies allowed. (AR bodies) OK. Minimum roof size 48" X 48". 72" max body width. Sail panel 43" max, minimum 4" gap between sail panel and spoiler side.

WHEELBASE: - Stock wheelbase for chassis being ran. 108" - 1" tolerance + or - NO jeeps or station wagons.

NOSE: Rubber nose OK... Late Model stock style noses ok, No MD3 or MD late model series or style allowed.

TAILPIECE: Rear of car can be open, Maximum deck height 42".

COCKPIT: Must run complete, enclosed cockpit. You must have a floor pan under driver. Front firewall location may be moved for engine clearance. (unibody cars, please see below)

SPOILER: Height (Maximum 6"). Side spoilers (6" x 12"). You may have one 4" spoiler inside car but cannot extend past rear of cockpit.

CHASSIS & SUSPENSION: 1. Front Suspension components must remain stock or stock type for type of chassis running, unless otherwise stated. This includes drag-links, tie rods, spindles etc.
FRONT SUSPENSION! (NO CHAINS on FRONT or Rear)

2. Steering - stock type - Quickeners OK.

3. Front spring spacers OK. NO front screw jacks allowed.

Aftermarket or OEM rear trailing arms allowed. Rear trailing arms cannot be adjustable. Rear spring- jack bolts OK. Rear spring buckets Ok. (Rear Jack Bolt Buckets can be NO taller than 6 inches). Rubber, steel or plastic bushings allowed.

4. Springs may be changed but must remain in stock location. Racing springs OK (No stack springs). 1 spring per wheel allowed.

5. A-Frames - Upper control arms may be tubular steel or modified OEM. Longer GM stock type

Ball joints OK on upper only (No Screw in ball joints). Lower control arm must be OEM for frame used, must remain unaltered in stock position. Stock type replacement ball joints only. (NO long ball joint may be used on lower) (NO Screw-In ball joints Allowed). No mono-balls allowed. No bump stops. No adjustable or rebuildable ball joints

FRONT SHOCKS – AK1043 only. Can be raised or lowered 3". No heims. Front shocks must remain in stock location. No bump stop on shocks.

REAR SHOCKS - Steel body non-adjustable racing shocks OK. NO Schrader valves. No Hyper-valve or external fill port. NO bump stop on shocks. May relocate rear only. Heim joints OK on rear shocks.

Shock Claim - Front - \$150 each. Rear - \$200 each including Heims. Have to be claimed within 5 minutes after main event with money and written claim given together to tech man. Shock is bought "as is".

2. Engine setback - #1 plug even with center top ball joint.

3. Framework may be reinforced. Tubing may run from front most rear spring mounting points (at intersection of frame and rear portion of the unibody) to the front sub-frame. Mounting points for front frame rails must remain bolted in position.

Frame may be X braced. Rusted out portions of floor pan may be patched. All suspension points must be in stock location. (Shock mounting points may be reinforced.)

5. JOHNSON RACING X.Y.G Metric CHASSIS is allowed, BERNHEISEL RACE CARS "M" SERIES FULL PERIMETER ALLOWED ALSO.

6. ANY TUBULAR FRAME WITHOUT THE Johnson OR Bernheisel race cars SERIAL NUMBERS WILL BE CONSIDERED ILLEGAL. ANY Johnson FRAME OR REPAIRED CLIP FOUND ALTERED COULD RESULT IN SEVERE FINES AND SUSPENSIONS FOR THE RACER.

7. Stock Metric frames have the option to be repaired with Johnson tubular front and/or rear clip. Front and Rear Clips will also have serial numbers.

8. All chassis, Stock metric, Johnson and Bernheisel must run stock GM lower A Frames.

9. Johnson Chassis must have a 3/4 inch block or thick square tubing welded in front of spring bucket for an A Frame stop. Must be flush with outside of rail.
10. Full perimeter chassis is the only chassis allowed.
11. Bernheisel chassis must have a 1-3/4 inch thick block or thick tubing welded to the bottom of rail for A Frame stop. Must

be flush with outside of frame rail. Both sides of car. 2x3 square tubing must be added on both sides of car from rear kick out to front clip to make it a full perimeter chassis. (Refer to Renegade Sportsman 2025 Johnson and Bernheisel Drawings) 12.

ENGINE OPTION #1: 3,000lbs.GM crate motor only. Part #88958602 (350 stock circle track engine - 88958602) ALL ENGINES (Factory Sealed, SECA sealed, & Unsealed) MUST meet GM specifications! May rebuild using GM parts as set forth by GM and must meet factory specs (GM changes to parts/ part numbers taken into consideration).

ENGINE OPTION #2: 3,100 lbs. Must be same make as car. Engine must be STRICTLY STOCK. No factory high performance allowed. Cubic Inch: (Chevy - 350 C.I.) (Ford - 351 C.I.) (Chrysler - 360 C.I.)

Block: Stock cast iron OEM, may overbore .060 MAXIMUM (NO TOLERANCE). May deck block to .000 deck only (NO TOLERANCE).

Crankshaft: Factory stock for engine running OK. Minimum weights: Steel 49lbs, Cast 47lbs. No knife edging or undercut counter weights. NO CUTTING ALLOWED.

Rods: Factory stock for engine running OK. May balance rods. May run any rod bolt. May run Eagle rod part #ESP5700BPLW or Scat part #SCA-25700P. Floating pin OK. Summit Speedmaster PCE274, 1003 also allowed. 2-icr 5700-7/16 scat allowed.

Pistons: May use any flat top or dish stock replacement piston, forged or hypereutectic. Flat top piston must have 4 valve relief's (Factory). No custom machining allowed, must use standard (Wide) ring package 5/64th", 5/64th", 3/16th". Coating on skirts OK. No custom pistons. May cut valve pockets.

Intake: Option 1 - Factory stock, cast iron, low rise only. Valley pan OK. Option 2 - Edelbrock part #5001,7101 or 2101. Must remain box stock, no alterations.

Fuel Pump: Stock OEM or racing pump only.

Heads: Factory stock or Dart, or Dart IMCA approved bare cast iron small block Chevy cylinder head (PART # 91624360-BARE). Cast iron OEM straight plug only, screw in studs allowed. No high performance or double hump allowed (NO VORTEC). NO BLEND WORK ALLOWED. Competition Valve job OK. Bowl cut OK, may not bore below guide boss. May run roller rockers 1.5 ratio for Chevy, 3/8 and 7/16 stud, no stud girdles allowed. For other engine manufacturers, stock rocker ratio. Any steel valve spring. Any steel retainer. POLYLOCKS OK. GUIDE PLATES OK. Stock diameter stainless steel valves OK. May run Dart Head SS #10024361, 10021070 wissota 165 dart ok.

* 64 CC MIN chamber volume.

* Any stainless valve - 11/32" stem - 1.949 intake - 1.509 exhaust.
No titanium keepers, retainers, etc.

* Any steel valve spring. Steel retainers and keepers only. Stud mounted rocker arms only - 1.5 ratio.

Camshaft: MUST BE Flat Tappet HYDRAULIC LIFTERS ONLY. No bottoming out of lifters. Must be a true hydraulic functioning lifter. Any timing chain. May degree camshaft. Cam must be OEM .425 maximum lift for Chevrolet; others will be .450 maximum lift. Stock diameter lifter only. May run valley tray.

Oil Pan: Any wet sump.

Balancers: Factory stock or aftermarket OK.

Both Options:

*Aftermarket pulley system and belts OK. *Any plugs and plug wires OK.

*No electric radiator cooling fans

*No electric water pumps.

Ignition:

May run brass distributor gear

Any HEI distributor - Can be locked out. Vacuum optional. (May use any stock or any replacement cap, any rotor button) May run a

MSD, DUI etc HEI module. (No Magnetos, Crank Trigger Systems, or Ignition Boxes).

ENGINE OPTION #1 (Crate)

CARBURETOR: - Box stock 650 Holley #4777. Must pass track gauges. May remove choke flap only. You may drill holes through butterfly. (May change jets, power valve, plastic secondary squirter arm replacement OK) Any 1 or 2 inch Carb Spacer OK. 4 corner idle ok.

ENGINE OPTION #2 (Built)

CARBURETOR: - Box stock 650 Holley #4777. Must pass track gauges. May remove choke flap only. You may drill holes through butterfly. (May change jets, power valve, plastic secondary squirter arm replacement OK).

May run 1" adapter for Holley carb. to stock manifold with no more than (2) .070" thick gaskets. Can run 1" adapter or 1" spacer. Either, or, but not both. May run maximum 2" air cleaner riser. 4 corner idle ok.

NO cold air boxes, (No metal or plastic allowed under the breather/hood/and or carburetor). This includes any metal or plastic that may direct air), may cut hole in hood for air cleaner with max. 4 1/2" tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner. Spacer from Air Cleaner seal surface on Carburetor to base of Air Cleaner seal allowed, with max length of 4 inches.

EXHAUST SYSTEM: Any standard 4 into 1 collector, no stainless steel, No coatings, No tri y, No "X" or merge type pipes allowed.

Maximum of 12" pipe (1" tolerance) (measured from end of collector), has to be the same diameter of collector. No additional pipe/tube/obstructions etc can be used to extend or create an extension of the exhaust or to create more back pressure. (ex. leaving a gap and mounting or hanging another pipe). No mufflers allowed.

FUEL SYSTEM: Must pass track test, Pump gas or 110 fuel. No E85 or additives. Fuel Pump (stock type, mechanical only). Fuel cell is mandatory.

DRIVELINE: Single disc, stock or stock replacement clutch only. Clutch must have solid lining only. You must have spring(s) in clutch.

Pressure plate must be stock or stock replacement only (steel only). Hydraulic throw out bearing ok. Pressure plate must weigh a minimum of 12 lbs. (This is to be weighed alone) If it is determined that you have modified, or altered the pressure plate, IT IS WRONG)

Flywheel- GM P/N 14088646 or aftermarket equivalent. 12.75" diameter. 14 lb. Min. weight. Scatter shield or 3/16" plate around flywheel area-MANDATORY. Stock or stock replacement flywheel only. No machining or lightening. May resurface only. Fly weighed without bolts or studs.

TRANSMISSION: GM (Cast Iron)Saginaw or Muncie manual transmission 3 speed only. No direct drives. Must have all forward

& reverse. No Coatings, lightweight or polishing. All forward gears must be helical cut teeth. You may run 350 or 400 turbo automatic with OEM working torque converter. Flex plate must be GM #14088765 or GM #14088761. No power glides.

DRIVE SHAFT: Steel only (1 1/2" min. diameter)

REAR END: Stock factory or 9" Ford. Any ratio OK. Positive traction or locked OK. Floater OK. 9" Ford mounting points must be stock type with NO adjustability. 4 1/2" max - 3 1/2" min from center of the axle tube to center of trailing arm bolt. (ANY ADDITIONAL HOLES MUST BE REMOVED) Gun drilled axles OK, Any gear OK. Polished & lightened ok. No titanium. No mono balls or 56247 swivel type bushings.

REAR TRAILING ARMS: Lower (OEM rear trailing arms or aftermarket OK, non adjustable only, stock length), Upper (May change length or relocate bolt hole for pinion angle), Left & Right Lower & Upper Trailing Arms must be same length. **8 inch maximum height on Upper Trailing Arms. 1/2 inch tolerance side to side. Stock Trailing Arms or stock replacement only.**

BRAKES: Stock type (4 wheel disc OK). No aftermarket or aluminum and must have operational 4 wheel braking system. NO Scalloped or Drilled Rotors. Racing Pedals, Adjusters, & Dual master Cylinders are OK. Brake cutoff OK.

TIRES & WHEELS: 8" steel wheels, Hoosiers H500. No Grooving or siping.

PROTEST: Items not covered below are considered track protest items and therefore track protest rules apply.

(2 Items) \$400.00 with track retaining \$100.00. Cam Protest: \$300
Engine Option #1 (Crate Engine)

Engine Option #1: Complete engine protest \$1,200. Engine will be checked by certified builder.

Engine Option #2: Bottom end only protest: \$700. Option1: Weigh crank/check journals, visual rod and piston from the bottom.

Crank weighed with gear and pilot. Option 2: Remove rod and piston from engine and visual crank/check journals in place. •

Weight: 602 crate motor 3000lbs

Built renegade motor 3100lbs, must be posted on right side of car, weight followed by crate or built.

Tire Protest Fee (\$125), acceptance fee \$125, Fuel lab test \$150.
Acceptance fee \$150.

Rules, weight, etc. can be adjusted for competition, if needed

SCDRA

General:

- Must be a commercially produced FWD 4-cylinder car from a known auto manufacturer
- No turbo charged, super charged or rotary engines allowed
- No all-wheel drive cars or all wheel steer cars
- Engine must be outwardly stock appearing. There is no engine teardown in any way. - Engine must match brand of car (ex. Honda must have Honda engine). Engine swaps are allowed.
- SCDRA has final ruling on all questions of legality. A pre-race inspection will be made to ensure SAFETY only.
- Questions of legality can and will be answered during the pre-race inspection if asked by entrant. No guarantee of legality shall be expressed or implied during pre-race inspection. Legality will be determined in POST-race inspection.
- Competitors must present cars for inspection prior to participating in any racing event.
- Mirrors are allowed

- RaceCeiver / RE Switch or a like device is mandatory at all times on track.
- No two-way radios of any kind allowed

Weight:

- All cars must weigh a minimum of 2,200 pounds with car and driver after the race

*Exceptions: 50 lb. weight break for HANS or like device
50 lb. weight break for full containment seat*

Suspension:

- Must have stock rear and front suspensions as from factory. **Any transplanted OEM suspension or steering parts must be brand for brand and must bolt into factory mounting holes without alteration to operate.** Slotting of factory mounting holes allowed. No adjustable aftermarket suspension components. Any adjustable OEM components must be welded to render them non-adjustable Plating and structuring for durability and safety is allowed. - No racing springs/shocks/struts allowed. Springs may be heated, clamped or use spring rubbers. Springs may be swapped from other models but within 2" of factory installed height.
- **There will be a strut assembly (to include spring and bumps or devices) claim of \$200 each.** - Rear control arms should be stock but may be braced / strengthened / repaired. No adjustable control arms.
- Stock type aftermarket suspension bushings are allowed
- Stock type STANDARD, non-adjustable, non-rebuildable shocks / struts required

- No weight jacks / cups of any kind
- Suspension limiter chain or tether is allowed as a solid piece. No aftermarket limiters.
- **Bump stops are allowed on struts.**

Body / Roll Cage:

- Must have a fully-welded, quality built MINIMUM 4-point roll cage inside the car with minimum of 0.95" thick tubing – SCDRA Tech Official has final say in safety of the cage - Minimum 3 driver door bars / 2 side door bars – 6 or more-point cages okay
- **Minimum of 3 vertical windshield or “trash” bars in front of driver.**
- No part of the driver’s helmet may extend above the lower level of the roll cage halo. - Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners. Coverage is at officials’ discretion.
- Frame-like tubing only allowed for REPAIRS in front of front strut towers and behind rear strut towers. No other frame-like tubing may be added to chassis.
- Aftermarket asphalt style nose pieces allowed. Any nose piece used must be conformed to fit at reasonable and near-factory dimensions.
- No push bars to extend outside of bumpers or beyond nose piece.
- All bumpers (stock or tubing) must be covered and no sharp edges may be exposed
- No rub rails allowed on sides of body
- Sunroofs must be closed / covered with sheet metal
- No holes are allowed in the hood **or front fenders** and hood should cover entire engine compartment.

- Holes in firewall and floor should be covered in order to seal off driver from hot fluids or parts. - Floor pans and/or firewalls should remain intact between the front strut towers and rear strut towers. Firewalls and floor pans may be patched with STEEL for REPAIRS only.
- Gutting of body is allowed however car should maintain reasonable appearance of stock car. - Driver and front passenger door window openings along with rear and front window openings must remain open and uncovered. Front windshield visors no more than 12" are allowed. Rear door and/or small rear side windows can be closed or covered.
- No fins, wings, gurney flaps or lips are allowed anywhere on body. Properly constructed and mounted rear mount spoilers that run from side to side are allowed within reason. - Sheet metal decking should remain flush with doors and stock body lines and should not create any lips or airfoils. **There must be 2 inspection doors on decking. 1 at front and 1 at the back.**
- Sheet metal roofs CANNOT be flat and should be made to closely resemble the factory roof lines. Roof pillars must also closely resemble the factory shape and lines.
- Some sheet metal will be allowed. The spirit of this rule is to keep cars remaining as close to stock appearing as possible. No more than 1/3 of the original body can be sheet metal – this does not include decking and/or interior. See diagram below. You can mix and match to achieve this 1/3. Additional sheet metal not as specified may result in a 100 lbs. weight penalty which increases by 100 lbs. at each event until corrected.



Tires / Wheels / Brakes:

- Aftermarket racing wheels allowed – 7 inch maximum. NO BEAD LOCKS - maintain proper air pressures.
- Street legal DOT tires required. No competition tires, drag radials, mud grip lug tires, racing tires or racing recapped tires allowed. Directional tires are allowed.
- Tire inner tubes are allowed
- Tires can be mixed and matched for stagger on all 4 corners
- Stock-type master cylinders required. No bias adjusters or shut-off valves.
- Brakes must remain stock-type and operational 4-wheel brakes. Aftermarket pads and rotors are allowed.

Ignition / Fuel / Exhaust:

- Any air or oil filters (K&N, etc.). Air intake filters must be closed on the end.
- Intake must be a stock intake. Porting and polishing are allowed. No Skunk 2, etc.
- Any racing fuel or pump gas allowed
- No Nitrous oxide or nitro methane allowed
- Stock-type fuel injection or stock manufactured carburetor only (Motorcraft, etc...). ONE 0.800" maximum throttle body spacer may be used. Stock-type aftermarket and OEM throttle bodies

- are allowed. No Holley, Weber or other racing carburetors allowed. Carbureted cars must be stock for engine.
- No cold air intakes for fuel injections – must be stock type breather system. A flexible rubber or plastic hose may be used in place of the stock air box tube. No smooth metal or smooth plastic tubing allowed. A cone type filter is allowed and may be connected directly to throttle body or the allowed tubes.
 - Aftermarket radiators allowed – can be braced for support
 - Aftermarket (racing) header is allowed and will be subject to claim. Claim is \$300 and includes only the header itself. Claims must be made with the lead tech inspector and must be approved by SCDRA.
 - Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed. Ignition coils must remain OEM however the coil-on-plug kits are allowed.
 - Racing fuel cells are highly recommended. An approved racing fuel cell must be commercially produced with a plastic or rubber bladder as well as an outer metal enclosure. Cell should be mounted properly as per manufacturers recommendations and it should have a rollover valve or ball.
 - The fuel rail may be aftermarket in the interest of safety. No exotic or high-capacity rails - subject to the discretion of the lead SCDRA tech inspector. A fuel pressure regulator and/or gauge are allowed.
 - Exhaust which runs through the cockpit should be fully shielded from driver with metal - Exhaust pipes must not extend out of any body surface more than 1" and pipe must be blunt and free of sharp edges.

Safety:

- RACING helmet with Snell SA 2010 or FIA 8860-2010 certification or newer is required (no motorcycle or DOTs helmets)
 - Minimum single-layer fire suit required (SA 3.2A specification recommended).
 - Racing shoes (SFI Spec 3.3) are REQUIRED to be worn during competition or on the racing surface.
 - Fire proof gloves are mandatory (SFI 3.3 specification recommended).
 - A 4 or 5-point harness, properly mounted per manufacturers' specifications, is required. Harness certifications are good for 4 years from date of SFI certification or until marked expiration. Any worn, abraded or torn belts shall be replaced. Harnesses should be mounted to roll cage at all attachment points.
 - A minimum 5 lb. fire extinguisher or on-board fire suppression system is strongly recommended and should be securely mounted within drivers reach.
 - Only commercially produced racing-type seats which are properly mounted per manufacturers' specifications are allowed. A full containment seat is strongly recommended.
- Cars equipped with full containment seats will receive a 50 lbs. weight break.
- A head and neck restraint system (SFI 16.1 compliant) is strongly recommended. Drivers using a head and neck restraint will receive a 50 lbs. weight reduction.
 - Head and Neck Restraint certifications are good for 5 years from date of SFI certification.
 - Full size window nets are MANDATORY
 - Fuel cells must have both a vertical and horizontal fire wall to separate from driver compartment
 - Fuel lines which run through the cockpit should be fully shielded with a firewall or within metal conduit.

- All glass and ancillary and unneeded plastic should be removed
- Interiors should be free of debris and sharp edges
- Batteries must be securely attached inside engine compartment or may be relocated inside a securely mounted box. Must use positive fasteners and hardware – NO BUNGIE CORDS or RATCHET STRAPS. **Wet cell batteries that are inside the driver compartment MUST be covered with a non-conductive cover (plastic or rubber).**

2025 Southern Vintage Racing Rules

ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED BEFORE HAND OR IT IS NOT LEGAL.

PURE STOCK

GENERAL: Track has the right to check this any week.

1. No nitrous or traction control.
2. May run engine fan. No electric.
3. May run air breather. Aftermarket OK, cannot port through hood. No air box.
4. Ford solenoid O.K.
5. Radiator and fan shroud may be made of aluminum.
6. No DOT racing tires.
7. Tires- any 70,75, or 78 series street legal DOT tire. Tires do not have to be the same size. No truck, mud grips, high performance, directional, special order, snow, trick gumball, fancy, or exotic tires of any kind.

8. Wheels must be stock steel or may run aftermarket nomad spoke wheels, (Wagon Style). 7" wide stock 3" offset racing wheels only. Bead locks on rr ok. 14" or 15" rims only.
9. Battery may be moved to inside drivers compartment and must be enclosed and securely mounted
10. Roll cage required. Must be 4 point with three drivers side bars and two right side bars minimum. No bumper bars. May run bars from main cage to rear body panel. May run bars from main cage forward to the radiator support.
11. Fuel cell mandatory. 22-gallon max. Hole in trunk may have 3" clearance cut around fuel cell. Fuel cell must be mounted inside of trunk with firewall between driver and fuel cell.
12. Must have steel firewall where back seat was.
13. Exhaust must be stock cast iron. No center dump manifolds. No LT 1 style manifolds, No X pipes or H pipes. Factory Y pipe O.K.
14. Stock brakes only, dual master cylinders ok, no adjuster
15. Weight: 3200 lbs

BODY: Visual Protest only.

1. 1964 or newer American made car. No enclosed cockpits.
2. May use steel 2" below factory crease for quarter panels but

must look stock and I do mean stock.

3. May use sheetmetal for doors but must look stock and I do mean stock. Roof and rear quarters must be stock.

4. May run rubber nose

5. No cutting, channeling, chopping, or shortening.

6. Hood hinges may be removed. May use hood pins to hold hood down.

7. All chrome, plastic, and glass must be removed.

8. Steering column may be changed and may use quick release steering wheel.

9. All firewall holes must be covered.

10. Must have firewall and floorpan in original location.

11. May replace dash with sheet metal

12. After market power steering OK

WHEEL BASE/FRAME

1. Stock only. 101" wheelbase minimum.

ENGINE BOTTOM END

1. Engine must be strictly stock and in original mounts. 350 CI.

2. Repaired engine parts must be approved.
3. No high-performance engines or special-order parts. ARP bolts ok, stock size only.
4. Stock blocks only, 060" overbore max.
5. Must be stock replacement low compression piston. Speed Pro H423NCPO.K. 5/64 5/64 3/16 ring package only.
6. No flat top 4 eyebrow piston. Must be dished.
7. Pistons must be at least .009" in the block
8. No bottoming of lifters.
9. Stock crankshaft, no knife edging or lightning
10. Cast crank must weigh 48 pounds.
11. No stroking or de-stroking.
12. Balancing OK
13. Journals may be turned no more than .060".
14. Rod width may not be less than .940".
17. Stock timing chain or Cloyes C-3023X adjustable timing chain or equivalent.

HEADS:

1. Heads open chamber 72 cc's.
 2. No angle milling. No porting or polishing
 3. Stock size of valve for make and model. 1.94, 1.50 max on Chevrolet.
-
1. Valve springs can be Z-28 springs.
 2. 0.194" MAX WIRE DIAMETER.
 3. 2.050" MAX LENGTH.
 4. STOCK REPLACEMENT SCREW IN STUDS OK MAY PIN THEM
 - 4.
 5. Shims can be used under valve springs with a limit of .060" per spring.

May use offset locks but not with shims. Must be either or, not both. COMP 742 RETAINERS OR STOCK ALLOWED.
-
6. Rocker arms must be stock, self aligning OK. No roller rockers. Must be 1.5 ratio. No guide plates. Stock replacement stud OK. Poly locks ok.
 7. Stock or stock replacement valves only. Stock stem diameter. No backcuts allowed.
 8. No cutting under 60, no competition valve job, 3 angle valve job OK. 30,45,60.

9. Stock or stock replacement pushrods only.
- 10.

INTAKE

1. Stock cast iron. Must have port to check vacuum in intake.
2. No Holley pattern factory intakes.
3. Aluminum intakes on factory original cars must remain unpainted
4. Can block off exhaust gas crossover

CARBURETOR:

1. Must be a stock 2 or 4 barrel Quadrajet.
2. Stock HOLLEY 4412 C, S, or CT 500 2 bbl. Use 1" adapter 2 to 4
3. No modifications except for choke flap removal
4. No removal of choke horn.

CAM

1. Chevy .390"-.410" lift. 112 centerline with 2 degree's variants.

Other makes and models will refer to factory specs. ADVANCING OR RETARDING THE CAM WITH ADJUSTABLE TIMING OK.

2. Must be stock lift for model with at least 18" of vacuum at 1000 rpm.

3. Cam will be checked for duration of stock model. Cam will be removed from the engine for this protest.

4. Hydraulic cam and stock lifters only. No roller. Lifter must have minimum of .125 travel.

TRANSMISSION

1. Automatic transmission

2. No power glides.

3. Torque converter must be stock or stock replacement. 12" minimum diameter.

4. May have a cooler mounted in drivers' compartment.

5. May run an aftermarket shifter.

6. Straight drive stock

7. Clutch assembly with flywheel 32lbs minimum, (pressure plate, clutch disc incl)

DRIVESHAFT

1. Must be stock for model of car.
2. No carbon fiber.

IGNITION

1. Stock or stock replacement ignition.
2. Stock or stock replacement distributor only.
3. No altering of firing order.

REAREND

1. Gm 10 or 12 bolt rear-end.
2. 9" ford or floater ok. 9" Ford mounting points must be stock type with NO adjustability. **(ANY ADDITIONAL HOLES MUST BE BLOCKED OFF)**

3. Shocks must be in stock location. Must be stock or stock replacement.
4. Any gear ratio allowed.
5. Locked or limited slip rear ends allowed.
6. Full spools ok. (no scalloped)
8. No gun drilled axels.
9. No gun drilled rotors or scalloped rotors.
10. No lightening or polishing of ANY parts.
11. All components must be made of steel.
12. Disc brakes ok - doesn't have to match model of car.
13. Can cut top of trailing arms for pinion angle.

CAM Specifications

- 1 - Stock cam or stock replacement cam only.
- 2 - Duration for intake + 2 degrees / -10 degrees.
- 3 - .006 - 256 degrees.
- 4 - .050 - 195 degrees.
- 5 - .200 - 95 degrees.
- 6 - Duration for exhaust + 2 degrees / - 10 degrees.
- 7 - .006 - 261 degrees.

8 - .050 - 202 degrees.

9 - .200 - 106 degrees.

10 - Must have 18" vacuum at 1000 rpm.

11 - Hydraulic cam and lifters only.

12 - Cams CS-274 Sealed Power and CCS-2 Melling and Comp Cam 12-105-3 are a stock produced cam and will be looked at with a little more variance.

SUSPENSION

1. Stock only. Racing springs ok. Non adjustable cups ok. Spring rubber ok. Stock Length tube top a frame Ok. Rear Spring 13" max length. Same length both sides.

PROTEST:

1 - Protest bottom - \$500.

2 - Protest any 3 items - \$300.

3 - Cam protest - \$300 - Track keeps \$100.

4 - Acceptance fee - \$100.

5 - Track keeps \$100.

6 - **Tech man has final say.**

**ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED BEFORE
HAND OR IT IS NOT LEGAL!**

Thunder Bomber

Do not have to have stock firewall and floorplan. If not stock will have to have 50lbs mounted in front of firewall.

1.0 General Rules

Radios or mirrors are not permitted.

5.1 WEIGHT:

WEIGHT MUST BE POSTED CLEARLY ON BOTH SIDES OF A-PILLAR OR HOOD.

1. 3200LBS MINIMUM WEIGHT.

5.2 WHEELBASE:

1. STOCK WHEELBASE FOR CHASSIS BEING RAN.
2. ANY CHASSIS WITH A WHEELBASE OTHER THAN +/- 1IN FOR MAKE AND MODEL WILL NOT BE ALLOWED
3. NON-LEAF SPRING CARS MAY RUN TUBING SQUARE OR CIRCULAR FROM BUCKETS TO BUMPER.
4. NO CARS UNDER 108IN WHEELBASE

5. MONTE CARLOS, CAMAROS, NOVAS ETC PERMITTED
6. REAR WHEEL DRIVE VEHICLES ONLY.
7. NO STRUT OR COILOVER TYPE CARS
8. NO CUTTING OR SHORTENING OF WHEELBASE/FRAME IN ANY WAY UNLESS OTHERWISE STATED.

10.3 BODY NON-PROTEST ITEM GOVERNED BY TRACK.
ALL BODIES SHOULD CARRY ORIGINAL BODY LINES WITHIN REASON.

CAR MUST BE NEAT IN APPEARANCE. STOCK STEEL BODIES OR ALUMINUM AFTERMARKET BODIES ALLOWED. BODY WIDTH MAY NOT EXCEED 72" AT THE TOP OF DOORS OR QUARTERS AND 75" AT THE BOTTOM OF DOORS AND QUARTERS.

1. ROOF:

a. MINIMUM ROOF SIZE IS 48" X 50". 4 INCH MAX RAKE FROM FRONT TO REAR/LEVEL SIDE TO SIDE

2. NOSE:

- a. NO FINS OR FLARES EXTENDING OVER THE HOOD OR FENDERS OF THE CAR. NO LATE MODEL FENDER FLARES.
- b. THIS IS A THUNDER BOMBER CLASS; CARS SHOULD BE SIMILAR TO THUNDER BOMBERS.
- c. NO MD3, WEDGE OR LATE MODEL STYLE NOSES. ALL NOSES SHALL BE MOUNTED RELATIVELY STRAIGHT UP AND DOWN. DO NOT LAY THE NOSES BACK TO CREATE A WEDGE NOSE.
- d. NOSES SHALL BE MOUNTED AT A CONSISTENT ANGLE FROM LEFT TO RIGHT.

3. TAILPIECE:

a. TAILPIECE REQUIRED.

- b. BARS MAY NOT EXTEND BEYOND INSIDE OF REAR TIRES.
MUST BE CAPPED OR TURNED IN

ON THE ENDS

- c. THE TAILPIECE MUST EXTEND FROM THE TOP OF THE DECK TO THE BOTTOM OF THE FRAME HORNS. THE TAILPIECE MUST BE MOUNTED VERTICALLY WITH NO SLANT. THE TAILPIECE MUST ALSO EXTEND FROM QUARTER PANEL TO QUARTER PANEL. NO HOLES OR FLAPS. MIN OF 16 INCHES

4. COCKPIT:

- a. MUST RUN COMPLETE, ENCLOSED COCKPIT.
- b. MINIMUM OF 22 GAUGE SHEET METAL OR .040 ALUMINUM.
- c. IT IS RECOMMENDED THAT THE DRIVERS DOOR IS PLATED WITH .25" STEEL.
- d. 13" MINIMUM OPENING FRONT SIDE AND REAR OF DRIVER.
- e. FIRE WALL REQUIRED BETWEEN DRIVER AND FUEL CELL. MINIMUM OF 22 GAUGE STEEL/ SHEET METAL.

5. SPOILER:

- a. ONE (1) MAXIMUM 6"X60" SELF SUPPORTING SPOILER PERMITTED ON THE REAR OF THE CAR.
- b. NO ADDITIONAL SPOILERS OR FINS ANYWHERE ON THE CAR.
- c. SPOILER MUST BE MOUNTED AT THE SAME ANGLE LEFT TO RIGHT
- d. 1 INTERIOR ROCK/MUD GUARD ON THE RIGHT SIDE OF THE DRIVER WILL BE PERMITTED UNDER THE FOLLOWING

CRITERIA. MUST BE MOUNTED ON THE RIGHT SIDE OF THE DRIVER

AND CAN NOT BE TALLER THAN THE HEIGHT OF THE DASH. THIS ROCK GUARD MUST BE MOUNTED TO THE DECK AND MUST BE MOUNTED FROM FRONT TO BACK; WITH A MAXIMUM OF 2 INCHES OF SKEW FROM LEFT TO RIGHT.

6. DECK HEIGHT

- a. THE MAXIMUM DECK HEIGHT IS 42 INCHES. THERE IS NO TOLERANCE FOR THIS MEASUREMENT.
- b. MUST HAVE DECKLID

7. HOOD

- a. BREATHER MUST BE UNDER THE HOOD OR BOXED IN ON ALL 4 SIDES. MAXIMUM 3". MAY NOT PULL AIR FROM INSIDE THE CAR.
- b. NO ADDITIONAL HOLES IN HOOD EXCEPT HOOD PIN HOLES.

8. DOORS AND QUARTER PANELS

- a. DOORS MUST HAVE A BREAK OR OUTWARD ROLL TO THEM. NO FLAT SIDES AND FLAT DOORS.
- b. NO BODY SKEW FROM LEFT TO RIGHT LIKE A LATE MODEL. ALL PANELS MUST BE RELATIVELY STRAIGHT FROM THE FRONT OF THE CAR TO THE REAR OF THE CAR.

9. SIDE SKIRTS

- a. MINIMUM OF 5 INCHES AT RIDE HEIGHT FROM PLASTIC TO GROUND.

5.3 CHASSIS & SUSPENSION:

1. MUST HAVE STOCK FIREWALL AND FLOOR PAN EXTENDING FRAME RAIL TO FRAME RAIL AND FROM

THE DECK TO THE FRAME RAIL. FLOOR PAN MUST BE TO BACK SEAT AREA a. FIREWALLS AND FLOOR PANS MUST BE IN STOCK LOCATION.

2. FRONT AND REAR SUSPENSION COMPONENTS MUST REMAIN STOCK OR OEM STOCK TYPE FOR TYPE OF CHASSIS RUNNING, UNLESS OTHERWISE STATED. THIS INCLUDES BUT IS NOT LIMITED TO DRAG LINK, TIE RODS, SPINDLES, IDLER ARM.
3. STEERING MUST BE STOCK TYPE/OEM REPLACEMENT.
4. QUICKENERS AND COLLAPSIBLE STEERING SHAFTS ALLOWED.
5. STOCK LENGTH AND TYPE REAR TRAILING ARMS ONLY. OEM UPPER REAR TRAILING ARMS MAY BE SHORTENED FOR PINION ANGLE.
6. A-FRAMES - UPPER CONTROL ARMS MAY BE TUBULAR STEEL OR MODIFIED OEM. NO ADJUSTABLE A ARMS
7. LOWER CONTROL ARM MUST BE OEM FOR FRAME USED, MUST REMAIN UNALTERED AND IN STOCK LOCATION.
8. ANY STOCK TYPE BALL JOINT PERMITTED. SCREW IN OK. (MAY NOT BE LONGER, BIGGER, SMALLER, REBUILDABLE, ADJUSTABLE ETC.) $\frac{1}{4}$ " TOLERANCE.
9. SOLID RUBBER OR STEEL BUSHINGS ALLOWED. MONOBALLS NOT PERMITTED
10. FRONT SHOCKS MUST BE STOCK MOUNT; MAY MOVE UP OR DOWN FOR TRAVEL 3" MAXIMUM. BRACKETS MUST NOT HAVE ANY EXTRA HOLE FOR ADJUSTMENTS.

11. NO ENGINE SET BACK. RADIATOR MUST BE IN STOCK LOCATION.
12. BILSTEIN AK1043 FRONT AND AK1044 (MONTE CARLO), AK1054 (CAMARO, NOVA) REAR ARE THE ONLY SHOCK ALLOWED.
13. 1 BILSTEIN AK1044 OR AK1050 SHOCK PER WHEEL MOUNTED BEHIND THE REAR END ONLY.
14. STOCK REAR FRAMES MAY BE REPAIRED FROM CENTER OF REAR END HOUSING TO REAR BUMPER WITH SQUARE TUBING OR 1 3/4", .095 MINIMUM THICKNESS ROUND TUBING.
15. NO PANHARD BARS OR Z BARS OF ANY TYPE.
16. NO UNDERSLUNG REAR SUSPENSION ALLOWED.
17. ADJUSTABLE FRONT AND REAR SPRING BUCKETS ALLOWED. NO WEIGHT JACKS OR JACK BOLTS
18. A-FRAMES - UPPER CONTROL ARMS MAY BE TUBULAR STEEL OR MODIFIED OEM. NO ADJUSTABLE A ARMS
19. MODIFIED OEM UPPER A ARMS OR MAY MOVE PERCHES.
 - a. 1 HOLE PER SIDE ONLY ON THE A-FRAME TOWER. NO A-ARMS WITH PILLS. MAY NOT CUT SPRING POCKET OR CHASSIS.
20. ONE SPRING RUBBER PER SPRING ONLY. NO PROGRESSIVE SPRINGS, NO DUAL RATE SPRINGS, NO STACK SPRINGS. MAX 16 INCH
21. RACING SPRINGS AND/OR ADJUSTABLE SWAY BAR PERMITTED. (STOCK TYPE SWAY BARS ONLY)
22. ALL SUSPENSION MOUNTING POINTS MUST BE IN STOCK LOCATION.

23. X BRACING OK

5.4 IGNITION:

1. STOCK HEI DISTRIBUTOR, MODULE, COIL ETC. (NO MAGNETOS, CRANK TRIGGER SYSTEMS, OR IGNITION BOXES)
2. FIRING ORDER MUST REMAIN STOCK. (CHEVROLET: 1-8-4-3-6-5-7-2)
3. ONE 12 VOLT BATTERY ONLY

5.5 CARBURETOR:

1. ENGINE OPTION #1 : HOLLEY #1850 , STOCK OEM PRODUCED 2 OR 4 BARREL (QUADRAJET)
 - a. CARBURETORS MUST REMAIN STOCK OR BOX STOCK.
2. CARBURETORS WILL BE CHECKED WITH GO-NO-GO GAUGES TOP TO BOTTOM.
3. MAY RUN 1 MR. GASKET PN#1932 CARBURETOR SPACER WITH THE HOLLEY #1850 .040" TOLERANCE (AT NO POINT MAY SPACER EXTEND INTO INTAKE MANIFOLD AREA) WITH 2 STANDARD THICKNESS CARBURETOR GASKETS, .070" MAXIMUM THICKNESS.
4. ALL HOLLEY CARBURETORS MUST HAVE CONVENTIONAL STYLE FLOATS ALONG WITH NEEDLES AND SEATS. NO INDIVIDUAL CYLINDER TUNING OR EQUIVALENT ALLOWED.

5. ALL CARBURETORS MUST HAVE CONVENTIONAL "HOLLEY-STYLE" STRAIGHT OR DOWN LEG BOOSTERS, NO EXCEPTIONS.
6. ALL CARBURETORS MUST BE BOX STOCK WITH CHOKE FLAP REMOVAL ONLY. CHOKE HORN MUST REMAIN INTACT
 - .a. NO PORTING OR POLISHING. MAY NOT CHANGE METERING BLOCKS OR ANY OTHER INTERNALS UNLESS OTHERWISE STATED. NO 4 CORNER IDLE SCREW.
7. NO COLD AIR BOXES.
8. NO HEAT SHIELDS AROUND CARBURETOR. DUST SHIELD MOUNTED TO AIR FILTER BASE OK.

5.6 EXHAUST SYSTEM

1. MILD STEEL HEADERS ONLY. NO MERGE COLLECTOR HEADERS. STANDARD 4 INTO 1 ONLY.
2. X PIPES, TRY Y'S, OR OTHER MERGE STYLE HEADERS NOT PERMITTED.
3. NO TURNDOWNS, NO MUFFLERS, NO BAFFLES BUT 21 INCH EXTENSION ALLOWED. MUST BE SAME DIAMETER AS COLLECTOR, STRAIGHT AND NO RESTRICTIONS
4. 3 OR 3 ½ INCH COLLECTOR ONLY
5. HEADER CLAIM: \$500
 - a. CAR CLAIMING MUST FINISH IN THE TOP 5 AND ON THE LEAD LAP. CLAIMS MUST BE MADE TO TECH OFFICIAL WITHIN 5 MINUTES OF SCALING.
 - b. NO REVERSE CLAIMS WILL BE PERMITTED.
 - c. REFUSAL TO ALLOW THE CLAIM WILL RESULT IN THE DRIVER LOSING ALL POINTS AND MONEY FOR THAT EVENT

5.7 FUEL SYSTEM:

1. 110 RACING FUEL OR PUMP GAS (87,89,93) ONLY.
NO MIXING OF PUMP GAS AND RACING GAS.

NO
E85.

- a. NO ADDITIVES OR OXYGENATORS.
2. STOCK TYPE FUEL PUMP ONLY.
3. FUEL IS SUBJECT TO LABORATORY TESTING.

4. SFI CERTIFIED FUEL CELL WITH ROLL-OVER VALVE MANDATORY.
5. IN-LINE FUEL SHUT OFF RECOMMENDED WITHIN REACH OF DRIVER.

5.8 DRIVELINE:

1. ALL CARS MUST HAVE SAFETY LOOP FOR DRIVESHAFT.
 - a. DRIVESHAFT MUST BE STEEL AND AT LEAST 2" IN DIAMETER
2. SINGLE DISC, STOCK OR STOCK EQUIVALENT CLUTCH OR REPLACEMENT CLUTCH ONLY.
3. CLUTCH MUST HAVE SOLID LINING ONLY. YOU MUST HAVE SPRINGS IN CLUTCH. PRESSURE PLATE MUST BE STOCK OR STOCK REPLACEMENT ONLY (STEEL ONLY). HYDRAULIC THROW OUT BEARING OK.
4. PRESSURE PLATE MUST WEIGH A MINIMUM OF 12 LBS. STEEL ONLY, 10.5" ONLY.
5. FLYWHEEL- GM P/N 14088646 OR STOCK REPLACEMENT. 12.75" DIAMETER. 14 LB. MIN.

WEIGHT. SCATTER SHIELD OR 3/16" PLATE AROUND FLYWHEEL AREA-MANDATORY

5.9 TRANSMISSION:

1. GM OEM SAGINAW 3 SPEED MANUAL TRANSMISSION ONLY.
 - a. ALL WORKING GEARS FORWARD & REVERSE.
 - b. ALL FORWARD GEARS MUST BE HELICAL CUT TEETH.
2. YOU MAY RUN 350 OR 400 TURBO AUTOMATIC WITH OEM WORKING TORQUE CONVERTER.
 - a. FLEX PLATE MUST BE GM #14088765 OR GM #14088761.
3. NO POWER GLIDES.
4. TRANSMISSION INTERNAL PARTS CAN NOT BE POLISHED, COATED, OR LIGHTENED. 5. GEARS MUST BE STOCK FOR TRANSMISSION

5.10 REAR END:

1. STOCK MOUNTING ONLY
 - a. NO ADDITIONAL MOUNTING HOLES, SLIDERS OR ORIFICES.
2. NO LEAD MOUNTED ON REAR ENDS.
3. ANY RATIO REAR GEAR. MUST BE OEM, NO LIGHT WEIGHT, OFFSET, SCALLOPED OR POLISHED PARTS.
4. TRAILING ARM BRACKETS ON THE REAR END MUST BE SYMMETRICAL FROM LEFT TO RIGHT.
5. ANY STOCK TYPE REAR END HOUSING PERMITTED (GM 10-12 BOLTS, OR FORD 9 INCH) IN ANY MAKE OF CAR. FLOATER AXLES PERMITTED. MUST USE STEEL STOCK LUG PATTERN

HUBS (5 X 5 OR 5 X 4 ¾ OK). NO WIDE 5 HUBS OR WHEELS. REAR TRAILING ARM MOUNTS AT FRAME OR LEAF SPRING MOUNTS MUST REMAIN UNALTERED AND IN STOCK LOCATION WITH ONE MOUNTING HOLE ONLY. LEAF SPRING CARS MAY HAVE ADJUSTABLE SHACKLES ON REAR. NO SLIDERS. NO CHRYSLER LEAF SPRINGS

6. REAR TRAILING ARMS MUST BE STOCK (MAY BE BOXED FOR STRENGTH AND SAFETY. 2 ¾" MAX FROM BOTTOM OF HOUSING TO CENTER OF CONTROL ARM BOLT.

UPPER CONTROL

MOUNTS MAXIMUM OF 3" FROM CENTER OF TOP OF REAR END HOUSING TO CENTER OF MOUNTING BOLTS OR ON FORD 9" HOUSING, 7 ¾" FROM SEAM CENTER OF AXLE TUBE TO CENTER OF MOUNTING BOLTS.

7. 5 INCH COIL SPRINGS MANDATORY, ANY LEAF SPRING ALLOWED.

8. SPRINGS MUST BE CENTERED ON THE REAR END. REAR SPRING LENGTH 13" MAX, BOTH SIDES MUST BE SAME LENGTH.

9. BOTTOM SHOCK LOCATION MUST BE WITHIN 2" OF THE CENTERLINE OF THE TRAILING ARM BOLT.

10. MAY RUN AFTERMARKET AXLES. NO BALL SPLINE AXLES. NO GUN DRILLED AXLES.

11. ALL COMPONENTS MUST BE STEEL OR CAST.

12. NO LIGHTENING OF ANY PARTS.

5.11 BRAKES:

1. STOCK TYPE (4-WHEEL DISC APPROVED). BRAKES DO NOT HAVE TO MATCH MAKE OR MODEL OF CAR. MINIMUM OF .810" ROTORS.

- a. ROTORS IN QUESTION WILL BE CHECKED.
- b. NO GUNDRILLED OR SCALLOPED ROTORS.
2. RACING PEDALS, ADJUSTERS & DUAL MASTER CYLINDERS ARE ALLOWED. MUST HAVE OPERATIONAL 4 WHEEL BRAKE. NO ELECTRIC SHUT OFF VALVES
3. STOCK OEM OR OEM REPLACEMENT BRAKE CALIPERS, STEEL ONLY.

5.12 TIRES & WHEELS:

1. TOWEL CITY RECAP (YELLOW SPLIT DOT) ONLY. MUST PUNCH A MINIMUM OF 55 AT ALL TIMES.
2. 15X8IN STEEL WHEELS ONLY, ANY OFFSETS PERMITTED, SPACERS PERMITTED.
3. GROOVING, NEEDLING AND SIPING NOT PERMITTED.
 - a. AGGRESSIVE BUFFING MAY BE CONSIDERED SIPING; USE OF CARBIDE/NAIL STYLE DISCS IS PROHIBITED
4. TIRES ARE SUBJECT TO CHEMICAL LAB TESTING,
 - i. TIRES NOT CONFORMING TO THE BENCHMARK WILL RESULT IN DISQUALIFICATION, LOSS OF POINTS AND PRIZE MONEY AS WELL

5.13 ENGINE:

NO ALUMINUM ENGINE PARTS AT ANY TIME UNLESS OTHERWISE SPECIFIED

A: BOTTOM END:

1. ANY OEM STOCK SIZE ENGINE - MAX SIZE 362 - .060 OVER BORE MAX.
 2. REPAIRED ENGINE PARTS MUST BE APPROVED.
 3. ARP ROD BOLTS OK BUT MUST REMAIN STOCK SIZE - 3/8.
 4. 1 PIECE REAR SEAL BLOCK OK.
 5. NO HIGH-PERFORMANCE ENGINES OR SPECIAL-ORDER PARTS.
 6. .060 OVER BORE MAX.
 7. STOCK BLOCKS ONLY.
 8. *MUST BE STOCK REPLACEMENT LOW COMPRESSION PISTON. CANNOT CUT TOP OF PISTON.
 9. NO FLAT TOP 4 EYEBROW PISTON - MUST BE DISHED.
 10. SPEEDPRO H423 NCP/DCP, MAHLE 224-3543,
 11. SILV-O-LITE 1476HC. REPLACEMENT PISTON
- OK. NO METRIC RING PACKAGE.
11. PISTONS MUST BE AT LEAST .009" OR More IN BLOCK .12. NO BOTTOMING OF LIFTERS.
 13. STOCK CRANKSHAFT. SCAT 9-10442(915104420) OK. IT IS YOUR RESPONSIBILITY TO MAKE SURE YOU GET THE RIGHT CRANK FROM SCAT. NO 9000 SERIES CRANKS ALLOWED.
 14. NO KNIFE EDGING OR LIGHTENING, ETC.
 15. CAST CRANK MUST WEIGH 48 LBS.
 16. NO STROKING OR DESTROKING.

17. JOURNALS MAY BE TURNED NO MORE THAN .060".
STOCK REPLACEMENT BEARINGS ONLY

18. ROD WIDTH MAY NOT BE LESS THAN

19. .940. NO POWDER RODS. MAY RUN SCAT ROD3-

ICR5700P

19. STOCK TIMING CHAIN GEAR SET OR CLOYES C-3023X
ADJUSTABLE TIMING CHAIN. NO OFFSET KEY WAYS.

20. BALANCER 6 3/4 BY 1" NO MACHINING.

21. MAY RUN RACING PULLEYS - NO SERPENTINE PULLEYS.

22. ALUMINUM WATER PUMP ALLOWED.

23. NO SERPENTINE PULLEYS - V BELT RACING PULLEYS OK.

24. AFTERMARKET FUEL PUMP AND FUEL ROD OK.

25. AFTERMARKET POWER STEERING OK.

26. 2 PIECE TIMING COVERS OK.

27. NO REMOTE OIL FILTER OR EVAC SYSTEMS

B. HEADS

5. ANY OPEN CHAMBER HEAD OK BUT MUST MEET THE
FOLLOWING CRITERIA.

6. NO AFTERMARKET HEADS. NO HIGH PERFORMANCE
HEADS.

7. STOCK REPLACEMENT SCREW IN STUDS OK MAY PIN
THEM

8. MAY RUN AFTERMARKET VALVE COVER.

9. HEADS CANNOT BE LESS THAN 72 CC.

10. NO ANGLE MILLING.

11. STOCK OR STOCK REPLACEMENT VALVE FOR MAKE AND MODEL. STEEL VALVES ONLY. STOCK STEM DIAMETER.
 12. VALVE SPRINGS CAN BE Z28 SPRINGS.
 13. 0.194" MAX WIRE DIAMETER.
 14. 2.050" MAX LENGTH.
 15. COMP 742 RETAINERS OR STOCK ALLOWED.
 16. 3 ANGLE VALVE JOB WILL BE PERMITTED NO
 17. COMPETITION VALVE JOB. MAX CUT .250
- BELOW THE
- 45
13. DO NOT TOUCH THE CAST PORT. NO BOWL CUTTING OR PORT WORK WHATSOEVER. IF ANY MATERIAL IS REMOVED, IT WILL BE CONSIDERED ILLEGAL.
 14. 45 DEGREE IN VALVE ONLY, NO BACK CUT ON VALVE.
 15. SHIMS CAN BE USED UNDER VALVE SPRINGS WITH A LIMIT OF .060 PER SPRING.
 16. MAY USE OFF SET LOCKS BUT NOT WITH SHIMS.
 17. ROCKER ARMS MUST BE STOCK OR STOCK REPLACEMENT. 1.5 MAX. SELF ALIGNING ROCKER ARMS OK.
 18. NO PORTING OR POLISHING.
 19. NO VORTEC PARTS.
 20. POLY LOCKS ALLOWED

.C INTAKE

- i. STOCK CAST IRON ONLY.

- ii. NO HOLLEY PATTERN FACTORY INTAKES.
- iii. NO ALUMINUM INTAKES. iv. MUST HAVE VACUUM FITTING BEHIND CARB IN THE INTAKE.

D. CAM

1. STOCK TIMING CHAIN OR CLOYES C-3023X ADJUSTABLE TIMING CHAIN.
2. .390 - .410 LIFT.
3. 112 LOBE SEPARATION +/- 1 DEGREE.
- i4. ADVANCING OR RETARDING THE CAM WITH ADJUSTABLE TIMING OK.
5. CLOYES C-3023X ONLY - NO CAM BUTTONS.
6. STOCK CAM OR STOCK REPLACEMENT CAM ONLY.
7. DURATION FOR INTAKE + 2 DEGREES / -10 DEGREES.
8. .006 - 256 DEGREES.
9. .050 - 195 DEGREES. 10. .200 - 95 DEGREES.
11. DURATION FOR EXHAUST + 2 DEGREES / - 10 DEGREES.
12. .006 - 261 DEGREES.
- 13 .050 - 202 DEGREES.
14. .200 - 106 DEGREES.
15. MUST HAVE 18" VACUUM AT 1000 RPM.
16. HYDRAULIC CAM AND LIFTERS ONLY.
17. CAMS CS-274 SEALED POWER AND CCS-2 MELLING AND COMP CAM 12-105-3 ARE A STOCK PRODUCED CAM.

18. ALL CAMS MUST PASS THE ABOVE SPECIFICATIONS. CAMS NOT MEETING THESE SPECS WILL BE DEEMED ILLEGAL.
19. IT IS THE ENGINE BUILDERS\DRIVERS RESPONSIBILITY TO HAVE CAM CHECKED TO BE LEGAL\STRAIGHT BEFORE THE RACE NOT AFTER.YOU HAVE OPTIONS ON CAMS.

5.14 MISC SYSTEMS:

1. WET SUMP STOCK PUMP ONLY. NO EXTERNAL OIL PUMPS OR SYSTEMS (EVEN IF CONSIDERED "WET").
2. OIL COOLERS AND REMOTE OIL FILTERS ARE NOT PERMITTED.
3. NO ELECTRIC FANS
4. RACING PULLEYS ARE OK.

5.15

PROTEST AND CLAIM:

1. SHOCK CLAIM:

a. 1 SHOCK CLAIM \$100 PER CORNER

i. CAR CLAIMING SHOCK(S) MUST FINISH IN THE TOP 5 AND ON THE LEAD LAP. CLAIMS MUST BE MADE TO TECH OFFICIAL WITHIN 10 MINUTES

AFTER THE CAR CROSSES THE

SCALES ii. SHOCK WILL BE

PROVIDED AS IT COMES FROM

BILSTEIN. iii. REVERSE CLAIMS

WILL BE PERMITTED.

iv. REFUSAL TO ALLOW SHOCKS TO BE CLAIMED OR CONFISCATED BY OFFICIALS WILL RESULT IN THE DRIVER LOSING ALL POINTS AND MONEY FOR THAT EVENT.

4. BOTTOM END PROTEST (\$600; \$100 ACCEPTANCE FEE; \$100 TO TECH, \$600 TO PROTEST WINNER)

5. TIRE PROTEST FEE (\$125 & \$125 ACCEPTANCE FEE; \$125 TO WINNER OF PROTEST).

a. TIRES NOT CONFORMING TO THE BENCHMARK WILL RESULT IN DISQUALIFICATION.

6. FUEL PROTEST FEE (\$150 & \$150 ACCEPTANCE FEE; \$150 TO WINNER IF PROTEST).

a. FUEL NOT CONFORMING TO THE BENCHMARK WILL RESULT IN DISQUALIFICATION.

5.16 ELECTRONIC DEVICES:

1. NO DATA ACQUISITIONING DEVICES (OIL, WATER, FUEL GUAGES AND TACH ALLOWED)

2. NO TRACTION CONTROL OR LIKE DEVICES (EXAMPLE TIRE TEMP DEVICES OR ANYTHING LIKE)

a. DISTRIBUTORS WILL BE CHECKED AND MAY BE IMPOUNDED AT ANY TIME.

3. CAMERAS MUST BE MOUNTED ABOVE THE DECK AT ALL TIMES AND CLEAR OF DRIVERS VIEW

2025 FORD OUTLAWS RULES

The creation of an affordable, entry level way to enter stock car racing. Keeping the car's stock is the priority.

Only Ford Crown Vic, Mercury Grand Marquis, or Lincoln Town Car 1992 or newer.

1. BODY

- 1.1-** Remove all glass and trim.
- 1.2-** Remove headlights and taillights.
- 1.2-1-** may cover with sheet metal.
- 1.3-** Doors must be welded.
- 1.4-** Hood and trunk must have a minimum of 2 hood pins.
- 1.4-1-** locks must be removed.

- 1.5- Stock steering column, may use a quick disconnect steering wheel.
- 1.6- Dash may be removed and replaced with sheet metal.
- 1.7- All airbags must be removed.

2. SUSPENSION

- 2.1- Stock for make and model.
- 2. 2-All replaced parts must be OEM replacement or same stock parts only.
 - 2.3- May adjust as factory adjustments allow only.
 - 2.4- No Spring Rubbers allowed.
 - 2.5- No air ride allowed.

3. WHEELS & TIRES

- 3.1- Stock steel or aluminum wheels only. (no racing wheels) 3.1-1-All 4 must be the same size and offset.
- 3.2- These tire sizes only
235/55/17, 225/60/16, and
215/70/15.
- 3.2- All season tires only.
No performance or
directional allowed.

4. ENGINE

- 4.1- Must remain entirely stock 4.6L SOHC engine.
- 4.2- Pump gas only. (fuel kill switch may be relocated or kill all switch added)

5. TRANSMISSION

5.1- Must remain entirely stock.

6. REAR END

Must remain entirely stock

Factory 3.73 gear ratio max

6.3- Factory posi or weld the spider gear. (No aftermarket lockers)

7. ROLL CAGE & SAFETY

7.1- Must have seamless tubing 4-point roll cage only with X braced hoop behind driver with minimum of 3 door bars with vertical bracing from top to bottom. Cage must be 1.5" x .095" tubing. Frame must have minimum 1/4 -inch steel plate welded to frame where bars connect.

7.2- Approved racing seat and 5-point harness. Must be safely secured to the roll cage.

7.3- Working fire extinguisher or fire suppression system.

7.4- Properly mounted window net.

7.5- Battery may remain in stock location or moved behind driver, must be securely mounted, and covered if moved.

7.6- Radiator must contain water only.

7.7- 2-1/2" max exhaust pipe run to passenger side or to rear. May remove catalytic converter.

PROTEST & CLAIM

Visual protest only- \$25

-Must be done 30 mins before event

Protest 3 items for \$300, \$100 acceptance, track keeps \$100

Engine or Transmission Claim -\$700 (no bolt ons) track keeps \$100

-\$500 back-buy

ECU Claim-\$125

-\$75 back-buy

