2014 EWSC SPORTMOD RULES
01/21/2014

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 and or competition director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the EWSC officials. Their decision is final.

Open to two-wheel drive American automobiles provided they comply with, and adhere to, specifications as outlined for this division.

SECTION 1
SAFETY EQUIPMENT

1.1 A full face, helmet and face shield Snell-rated SA2005, SA2010 helmet required.
- A) Helmet and face shield must be worn at all times car is on the track and must accompany vehicle at time of inspection.

1.2 Roll bar padding required in driver compartment (Fire retardant recommended).
1.3 SFI-approved full fire suit, fire retardant gloves, and shoes required. Neck brace optional.
- A) Fire retardant head sock and underwear (Mandatory for driver under the age of 18)

1.4 Right and left seat head supports required if using head restraint system or neck collar.
1.5 Collapsible steering shaft.
1.6 Driver side window net required, minimum 16”x20” inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window.
1.7 The window net must be up and latched at all times the car is on the track
1.8 Minimum three inch (two inch with head restraint system) wide SFI approved five point safety belt assembly, (Y-type shoulder harness not allowed),
- A) Must be mounted securely to roll cage.
- B) Must be date stamped 2011, or 2012, or 2013.
- C) Shoulder restraints must mount to main roll cage, not permitted on rear frame.

1.9 Kill switch required within easy reach of driver and must be clearly marked ‘OFF’ and ‘ON’.
1.10 A Raceceiver model SW1600 or equivalent, tuned to channel 000(454.000) is mandatory.
- A) Raceciever unit must lock on one channel only, no scanner units. Failure to comply with Raceceiver requirements will result in a penalty.

SECTION 2
FRAME

2.1 Frame must be OEM complete, 1964 or newer perimeter, American made rear wheel drive passenger frame only.

A) No sports car frames.
B) No Jeep, Bronco, etc. or four wheel drive frames.
C) No front wheel drive frames.

2.2 Frames must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Exceptions are:

A) Weight jack in original center line of spring tower allowed;
B) frame may be cut to a maximum of 36 inches forward from center of rear end housing;
C) horns may be removed in front of steering box and notched a maximum of one inch at bottom for tie rod clearance;
D) cross member may be notched and boxed radiator and or steering clearance;
E) maximum 7 inch wide opening in side of spring tower for spring removal.
F) Maximum 2 inch wide x 4 inch frame stiffener may be welded to the outside of the left frame rail.

2.3 Minimum wheel base 108 inches, maximum 112 inches.

2.4 Maximum overall width (front or rear) shall not exceed 78 inches from outside of widest point of tire to outside widest point of tire.

2.5 For car utilizing stock rear suspension design, no further forward than 1inch behind factory seam frame may be replaced with 2 inch x 3inch rectangular steel tubing x 0.095inch minimum wall thickness.

2.6 No part of frame may be lower than 4inches from ground except for cross member.

SECTION 3
ROLL CAGE

3.1 ROLL CAGE must consist of continuous hoop design, minimum 1.75 inch O.D. tubing with a minimum wall thickness 0.095 inch for main cage.

A) Cage must be frame mounted in at least 6 locations.
B) Low carbon or mild steel recommended.
C) Cage must be electric welded. No brazing or soldering allowed.

3.2 Roll cage must consist of a configuration of front, rear, and top hoops, which are connected by tubing on sides, or side hoops.

3.3 Driver's head must not protrude outside cage with helmet on in normal racing position.

3.4 Top halo must be divided with diagonal or lateral cross bar.

3.5 Foot protection bar is required.

3.6 Main cage may not go further forward than rear of engine block.

3.7 All bars forward of the cage must be lower than the hood

SECTION 4
DOOR BARS

4.1 All driver door bars and uprights must be a minimum of 1.50 inch O.D. And 0.083 inch wall thickness.

4.2 Minimum of three driver's side door bars parallel to the ground and perpendicular to the driver, welded to the front and rear of roll cage.

4.3 Passenger side door bars required, at least one, horizontal or angled minimum 1.25 inch O.D. X 0.083 inch wall thickness, and one top door bar 1.50 inch O.D. X 0.083 inch thickness.

4.4 Steel doorplate required on driver's side. 18 gauge or 0.049 inch minimum thickness, welded securely to outside of the door bars.

A) Must cover the area from the top door bar to the bottom door bar and from the rear hoop down post to minimum 5 inches in front of leading edge of driver's seat.
B) Doorplate must be visible for inspection.

SECTION 5
BODY – SEE ATTACHED DIAGRAM

5.1 No composite or plastic body panels allowed except roof rock guard, hood scoop, and nosepiece.

5.2 Must be the same width front to rear and parallel to the OEM frame.

5.3 NOSE

A) Aluminum nose panel must be flat with fins not to exceed 2.25"high
B) Plastic nosepiece MD3 PART #020-410 allowed. Cooling holes allowed.
C) Nose panel may be no lower than two inches outside of front frame horns.
D) Nose panel must remain within confines of front bumper.

5.4 Engine compartment must remain open (no side panels).

5.5 HOOD

A) Hood must be level or sloped down at front and be enclosed at rear.
B) No reverse hood rake allowed.

C) Hood must be no more than 2” above interior deck at rear.

5.6 No panels in front of right door to engine compartment. No inner panels. No car covers at any time.

5.7 Must have front windshield and rear window support posts.

A) May use polycarbonate full windshield.

5.8 Driver and passenger windows must have 12inch minimum opening width and height measured at the center of the window, measured between the lowest point at the top of the window whether roll cage or roof and highest point of bottom of window either roll cage, door panel or interior.

5.9 ROOF

A) Roof must be fiberglass or aluminum full size, rounded down in all directions.
B) No dished roofs allowed.
C) Driver roof hatch allowed.
D) Maximum 1.5 inch rolled down rock guard allowed on roof front.
E) Maximum four inch roof sides allowed.
F) Maximum one inch ridge down sides of roof.
G) Maximum one inch rear roof stiffener (must face down).

5.10 SAIL PANELS - Window side (sail) panels must resemble the diagram configuration in all aspects and may not extend ahead of back of seat.

5.11 SPOILER -Single plane rear spoiler optional, may be minimum one inch to 5inches maximum in material height and maximum 66 inch in width.

A) No additional fins, lips, wicker bills, or air controlling devices permitted.
B) Spoiler may have one stiffener that must be 1 inch, or more, down from top edge.
C) Maximum 3 spoiler braces allowed, forward facing, perpendicular to spoiler.
D) Spoiler braces must match diagram in all aspects.

5.12 CAR WIDTH

A) Outside of tires must be widest part of car, viewed from front, rear and above.
B) Body may not extend past front of rear bumper.

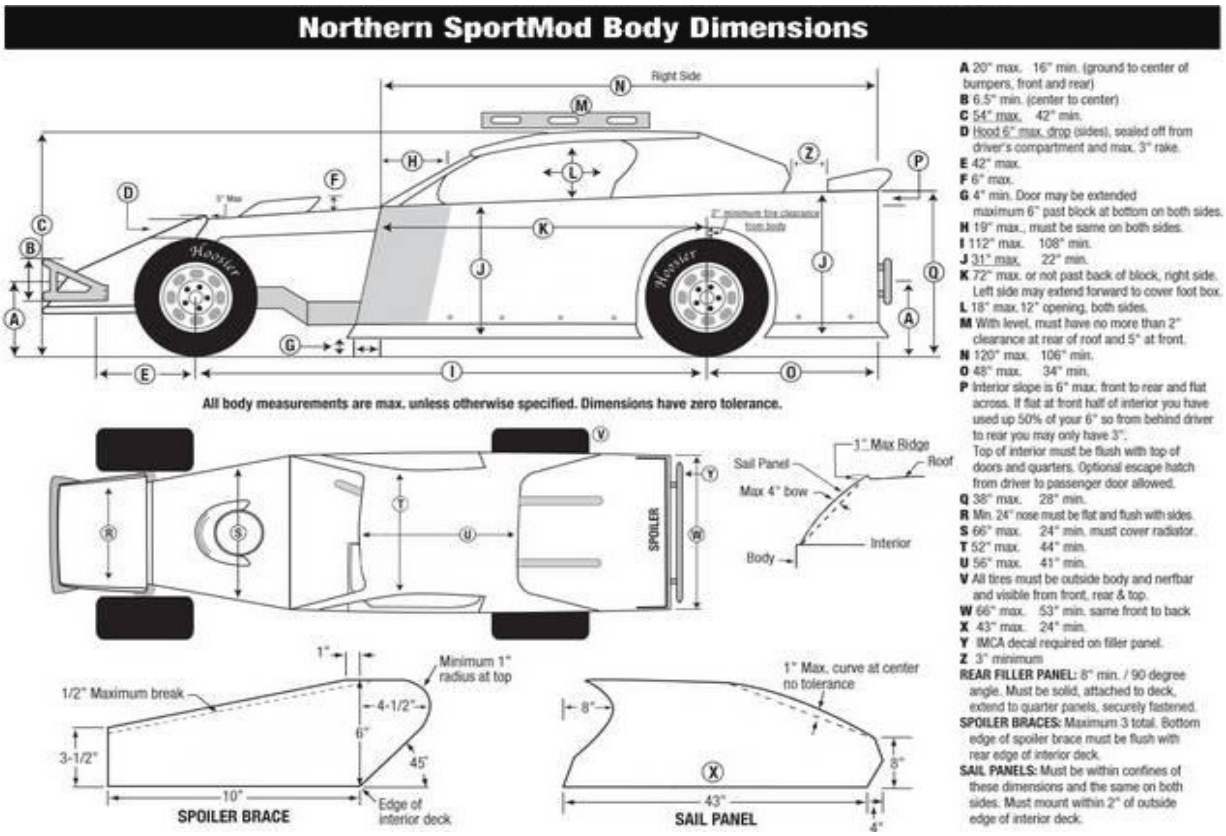
5.13 SKIRTING

A) NO ADDITIONAL FINS, LIPS OR WINGS ALLOWED
B) MAXIMUM 4” PLASTIC SKIRTING ALLOWED ON BOTTOM OF DOORS AND QUARTER PANELS.
C) NO REFLECTIVE BODY PANELS

SPORTMOD BODY DIMENSIONS

A	20” max. 16” min. (ground to center of bumpers, front and rear)
B	6.5” min (center to center)
C	54” max. 42” min.
D	4” max. Hood drop (sides), sealed off from iver’s compartment and max. 3” rake.
E	42” max.
F	6” max. 4” min. Door may extend maximum 6” visible from front, rear, and top. past block at bottom on both sides.
H	19” max. must be same on both sides
I	112” max.108” min.
J	29” max. 22” min.
K	72” max. or not past back of block, right side. angle. Must be solid, attached to deck, extended side may extend forward to cover foot box.
L	18” max. 12” min. opening, both sides.
M	With level, must have no more than 2” edge of spoiler brace must be flush with rear clearance at rear of roof, and 5” at top front
N	120” max.106” min
O	48” max. 34” min.
P	Interior slope is 6” max. front to rear and flat across. If flat at front half of interior you have used up 50% of your 6” so from behind driver to rear you may only have 3”. Top of interior must be flush with top of door and quarter panels. Optional escape hatch from driver to passenger door allowed.
Q	38” max. 28” min.
R	Min. 24” nose must be flat and flush with sides
S	66” max. 24” min. must cover radiator.
T	52” max. 44” min.

U	56” max. 41” min.
V	All tires must be outside body and nerf bar and visible from front, rear, and top
W	W 66” max. 53” min. Same front to back.
X	43” max. 24” min.
Z	3” min.
REAR FILLER PANEL: 8” min. / 90 degree. Must be solid, attached to deck, extended to quarter panel, attached to deck.	
SPOILER BRACES: Maximum 3 total. Bottom edge of spoiler brace must be flush with rear edge of interior deck.	
SAIL PANELS: Must slope down from rear edge of roof and be within confines of these dimensions and same on both sides. Must mount within 2” of outside edge of interior deck.	



SECTION 6
DRIVERS COMPARTMENT
6.1 Must have minimum 3 windshield bars in front of driver.
6.2 Polycarbonate or aluminum cowl in front of driver, no wider than cockpit, no further back than steering wheel.
6.3 Minimum 0.125 inch thick aluminum or 0.060 inch steel, complete floor pan required.
6.4 Aluminum high back purpose built aluminum racing seat required.
- A) Must be bolted in using minimum of four 3/8” diameter bolts.
- B) A flat steel washer no less than 1½” in diameter must be installed between the head of the bolt and seat.
- C) Must mount inside left frame rail and ahead of rear tires.
- D) Bottom of seat may not be lower than bottom of frame rails.

6.5 Driver’s compartment must be sealed off from track, driveline, engine, fuel cell, canisters and pumps.
6.6 Oil coolers may not be above interior.
6.7 Accumulators or accusumps are not permitted in the cockpit.
6.8 No mirrors or reflective devices.
6.9 No cockpit adjustable devices of any kind permitted other than brake adjusters.

SECTION 7
FRONT SUSPENSION
7.1 All components must be unaltered, OEM steel in OEM mounting locations, and be replaceable by OEM

parts. Exceptions are:

A) Tube style upper A-frame with or without steel or aluminum cross shaft.
B) Upper A-frame mounts may be moved.
C) Only OEM or OEM stamped steel replacement lower A-frames may be used.
D) Nylon, rubber, polyurethane or steel lower A-frame bushings permitted.
E) No offset or bearing style bushings permitted.

7.2 Shock mounts may be welded or bolted to lower A-frame.
7.3 Lower A-frame must be right and left of same design and dimensions.

A) Lower A-frame mounts must be in OEM location. OEM or OEM replacement, all steel, upper and lower ball joints only.

7.4 Sway bar, if utilized, must be unaltered OEM.
7.5 No rubber bump stops, suspension limiting chains, cables, or tethers, allowed.

SECTION 8
STEERING

8.1 No rack and pinion steering gear permitted.
8.2 All components must be OEM, steel, unaltered, in OEM locations. Exceptions are:

A) outer tie rod end and adjustment sleeve may be replaced by minimum 0.625inch steel heim end and steel tube.

8.3 SPINDLE

A) Spindle may be ground for brake caliper clearance only.
B) OEM or OEM Pinto replacement Pinto spindles permitted.
C) Spindle must of the same design, left and right.
D) Bolt on spindle savers permitted. Steel steering shafts and knuckles only. Must have minimum two knuckles or have collapsible shaft design.

8.4 Steering wheel, quickener, and steering wheel disconnect may be aluminum.

A) The center of the steering wheel must be padded.
B) Cockpit steering location may be altered but must be kept on left side.

8.5 Idler arm, pitman arm and center link must match frame

SECTION 9
SHOCKS & SPRINGS

9.1 SHOCKS - One steel nonadjustable unaltered shock per wheel. SHOCKS MUST COMPLETELY COLLAPSE AT ANY TIME. NO EXTERNAL OR INTERNAL BUMPERS OR STOPS. Shock must be used to control wheel.

A) Welded mount shocks only. No shocks allowed on screw jacks.
B) No coil over, air,bulb style, threaded body, or remote reservoir shocks allowed.
C) No Schrader or bladder type valves allowed.
D) Maximum diameter 2 1/8” O.D. Shock body.
E) Front half of shocks may be shielded.

9.2 SPRINGS - One steel coil or multi leaf (rear) spring per wheel.

A) Minimum 4.5” O.D.
B) Must be non-progressive style.
C) Coil spring maximum free height 13”.
D) No air bags, inner liners, spring rubbers, or torsion bars.

SECTION 10
REAR SUSPENSION

10.1 All components must be magnetic steel. No covers allowed.

A) All mounts must be welded solid or bolted solid.
B) No floater or birdcages.

10.2 Coil springs must be mounted vertically and be mounted as to cover over the centerline of the rear end housing.

A) No coil over eliminators allowed.
B) NO CHAINS, CABLES, OR TETHERS ALLOWED.

10.3 Rear shocks cannot be mounted on control arms.
10.4 All rear control arms and panhard bars must be straight.
10.5 Rear suspension must utilize one of these three designs.
10.5.1 OEM stock design. Requirements:

A) Rear cross member control arm mounts must be in stock location on frame.
B) All components must be unaltered OEM stock.

C) Control arms must match the frame being used.
D) Only steel, rubber, or nylon bushings may be used.
E) Springs must remain in the stock location.
F) Lower spring mount must be welded to rear end housing.
G) Steel upper screw jack bolt and bucket.

10.5.2 AFTER MARKET THREE-LINK DESIGN. Requirements:

A) 16” minimum, 24” maximum, center-to-center length lower control arms.
B) Must utilize one upper control arm, solid tube design only.
C) Upper must be mounted in the top center of rear end housing.
  1) Upper rear arm mount must be solid welded to housing.
  2) mount must remain within 1” of centerline of driveshaft.
D) Upper screw jack bolts and buckets must be magnetic steel.
E) Panhard must mount behind rear end housing. Must be minimum 23” long measured center to center.
F) Lower spring perch must be welded to rear end housing, bottom of rear spring must remain within 0.75 inch of rear axle.
G) No floating components of any kind allowed, top or bottom. NO SUSPENSION STOPS OF ANY KIND.

10.5.3 MULTI LEAF SPRING. Must be magnetic steel multi leaf springs. Requirements:

A) No additional suspension components allowed except one shock per wheel.
B) Adjustable aluminum lowering blocks permitted.

SECTION 11
REAR END

11.1 Any steel OEM passenger car or truck NON CAMBERED (housing and carrier) allowed.

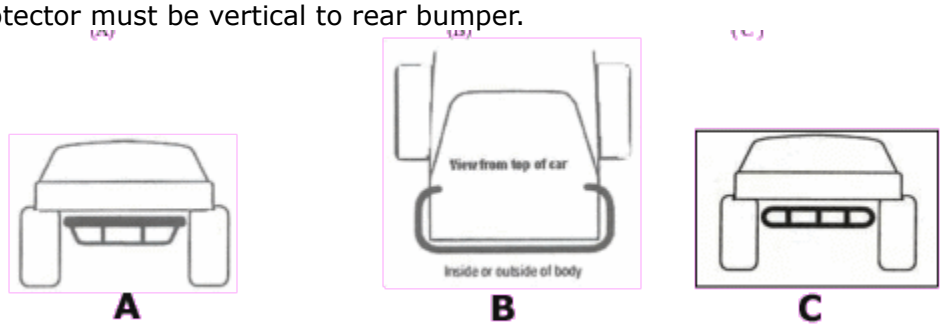
A) Cambered rear end prohibited. Maximum allowable camber on rear end 0 degrees.
B) Must be centered in chassis.
C) All components must be magnetic steel except for lowering blocks (in leaf spring suspension) drive flanges, u-joint and axle caps.
D) Floater design hubs allowed.
E) No quick change of any design permitted. Inspection hole on housing required.
F) Mini spools only permitted. No lightweight or altered ring gear, center sections, or yokes permitted.
G) Magnetic steel, solid axles only. One-piece drive flanges only.

SECTION 12
BUMPER & RUB RAILS

12.1 BUMPERS - Steel front and rear bumpers required at all times.

12.2 REAR BUMPER - Rear bumper may be a maximum of six inches beyond rear deck.

A) Must be welded solid of bolted securely with minimum 3/8” bolts.
B) Bumper design must match diagram.
C) Rear bumper must be square or round minimum 1.25” x 0.095” minimum wall thickness tubing.
D) Fuel cell protector must be vertical to rear bumper.



Must match one of the design diagrams.
(A) May not extend more than five inches past outside of rear frame rails.
(B) If wider than five inches past frame rail, it must be bent 90 degrees forward and the ends of the bumper must be attached to the frame rails.
(C) Or bumper be of looped design. Loop must be mounted to frame.

E) All designs must have exposed ends capped.
F) Must have minimum of one vertical upright, minimum 1.250” x 0.065” wall thickness tube from bumper to fuel cell guard.

G) Rear bumper may not be wider than rear tires.

12.3 FRONT BUMPER

A) Two bar front bumper design must be 1.25” x 0.065” wall thickness minimum. Maximum 0.095” wall thickness.
B) Must be mounted frame rail to frame rail.
C) May not extend past frame rails.
D) Bottom loop must be parallel to ground. Top loop must be directly above lower.
E) Minimum spread center to center is 6½”.

SECTION 13

TIRES & WHEELS

13.1 TIRES

A) Must use unaltered Hoosier G-60-15 IMCA plated tire. Plated tires only.
B) No softening or grooving permitted.
C) Tire grinding or siping permitted on the tread face only of the tire. May not extend past factory edge line of tire.
D) No recaps permitted.

13.2 WHEELS

A) Wheels must be 3” or 4” backspace only.
B) No wheel adapter, spacers or bleeder valves permitted.
C) Steel bead lock with steel bolts, on outside, on right rear only.
D) Inner mud plug may be used on left rear. Aluminum, plastic disc or foam mud plug on right rear only.
E) Aluminum and plastic disc mud plugs must have car number. Wheel width: minimum 8”, maximum 8.750”.
F) All wheels must be 15” diameter with a minimum shell thickness of 0.095” minimum and a minimum weight of 19 lbs.
G) One inch magnetic steel lug nuts required.
H) A MINIMUM TIRE PRESSURE OF 12 LBS WILL BE ENFORCED ON THE RIGHT REAR.

13.3 TIRE DUROMETER LIMIT

A) Five cars will be selected, at random, prior to the start of qualifying races. Durometer readings will be taken at three points across the rear tires (outside, middle, inside) of each car. The readings will be averaged together.
B) The minimum allowable durometer reading of any tire prior to the qualifying races, B Main race, and A Main race will be ninety percent (90%) of the average reading.
C) Example: Average durometer reading of five selected cars: 50 Minimum allowable reading prior to race: 45

SECTION 14

BRAKES

14.1 BRAKES Must be magnetic steel OEM, or approved four wheel disc or drum style.

A) Must maintain OEM dimensions for disc rotors, calipers, and drums.
B) May not be altered or lightened in any form. No oil bath front hubs.
C) Oversized and undersized piston, stock appearing, calipers not permitted.
D) Bolt pattern may be changed. Larger studs permitted.
E) Rear rotors may be aftermarket, minimum thickness 0.810inch thick measured new.
F) Vented rotors only. No scalloping, or ceramic coating of rotors.
G) One brake proportioning valve allowed. Valve must be installed to control proportioning of brakes front to rear only. NO BRAKE SHUT OFF OR PRESSURE SENSITIVE DEVICES.
H) Brake lines must be visible for inspection.
I) No in-line devices between master cylinder and calipers, or drums.
J) Rear caliper brackets must be welded or bolted solid to rear end housing.

SECTION 15

EXHAUST

15.1 HEADER - Header shall be of a round tube design only.

A) All primary header tubes must enterdirectly into one collector, at the same point, at the end of the header.
B) No merge collectors. Collector length max. 9”. Turn down length max. 10”.
C) Ceramic coated headers prohibited. Non-stepped, painted headers only.

D) No heat wrap on headers.
E) All header designs must utilize two mufflers, one per side.
F) Mufflers mandatory at all times. All exhaust must go thru mufflers. If a muffler falls off during a race, the car will be disqualified.
G) Track decibel rule is 95 decibels at 100 feet. All cars exceeding 95 decibels will be required to modify system or be penalized.
H) No exhaust sensors, cross-overs, extensions, inserts, or balance tubes. No pan evac systems allowed.

SECTION 16
FUEL SYSTEM
16.1 FUEL CELL - Racing fuel cell required. Maximum capacity 32 gallons (12 gal. recommended).
A) Must be in a minimum 20 gauge steel container.
B) Must be securely mounted, behind rear axle, between rear frame rails, minimum 4” ahead of rear bumper, minimum 10” above ground.
C) Minimum two solid steel straps around entire fuel cell. Straps must be minimum 2” x 0.125” thick.
D) All cell mounts must be magnetic steel, securely welded to frame/cage.
E) Fuel cell protection bars must cover rear and extend past sides. No part of cell may extend past protection bar. Fuel cell protector must be vertical to rear bumper.
F) Fuel cell vents including cap must have check valve.
G) Fuel pick up must not be underneath cell. No cool cans.
H) Limit one gas filter per car.
I) Fuel line must be mounted and secured in an acceptable manner. NO FUEL LINES IN DRIVERS COMPARTMENT.
J) Fuel pump must be OEM style in OEM location.
16.2 AIR CLEANER - No top flow air cleaner housing.
A) Air cleaner stud or housing may not direct air into carburetor.
16.3 CARBURETOR - A 1” thick, one piece, adapter plate may be used between the intake manifold and carburetor. Maximum 0.100” thick carburetor gaskets only. Adjustable throttle bore adapter plate prohibited.
CARBURETORS ALLOWED ARE:
16.3.1 CRATE MOTOR - Sealed GM 88958602 and GM 19258602 motors allowed one Holley four bar rel. All components (float bowls and main body) must be Holley manufactured. Metering block and base plate may be billet aluminum, non-Holley.
16.3.2 CLAIM - Holley 500cfm 0-4412 unaltered except for Dorton specs only (part no. 0- 80583-1). On all carburetors, float bowl must face forward.
16.3.3 AEROSOL CARBURETORS PROHIBITED.
16.4 FUEL - GASOLINE ONLY. NO ADDITIVES OF ANY KIND.
A) Fuel must pass any test subjected by track officials.
B) Fuel samples may be required at any time car is on speedway property.

SECTION 17
WEIGHT
17.1 WEIGHT - Minimum weight of car and driver shall be 2500 lbs. Car shall be weighed post-race.
A) No adding of liquids or lost components.
B) Track scales shall be considered the official scale. There is no tolerance on weight.
C) No weights and or loose components in the driver’s compartment.
D) No weights outside body, or above deck lid.
E) Weights mustbe securely mounted to frame or roll cage, with a minimum of two ½” bolts, painted white, with car number AND DIVISION.
F) No hollow bolts, titanium of any kind, gundrilled, magnesium, carbon fiber or any other lightening products.

SECTION 18
BATTERY & STARTER
18.1 BATTERY - One twelve volt battery only. Must be shielded and securely mounted between frame rails.
A) Positive terminal must be covered.
18.2 STARTER - Starter must bolt to block, in OEM location and directly engage flywheel / flex plate.
A) Car must have capability of being started without being pushed or pulled.
B) Car must leave staging area, or restart on racetrack, unaided, or go to rear of event.

SECTION 19
GUAGES & ELECTRONICS
19.1 NO TRANSMITTING OR LISTENING DEVICES, TIMING RETARD CONTROLS, OR DIGITAL GAUGES, EXCEPT FOR RACECEIVER.
19.2 NO ELECTRONIC DEVICES CAPABLE OF STORING OR TRANSMITTING INFORMATION EXCEPT ANALOG TACH.
19.3 No adjustable ignition boxes, or crank triggers.
19.4 No magnetos.
19.5 Ford/Chrysler may use HEI distributor.
19.6 No additional ignition accessories except for one rev-limiting chip. Chip shall limit high-end setting.

A) Crate and sealed motor must use HEI distributor with MSD #8728 rev control module with chip installed.
B) Claimer motor may use MSD #8728 rev control module with any rev chip.
C) Rev control module must be out of drivers reach and visible for inspection without the removal of any body panels.
D) Location of rev control module subject to approval of EWSC Officials. Rev-limiting chip must function as designed.
E) No remote coils or accessories. All wiring must be visible for inspection.

19.7 GUAGES - Only permitted gauges are analog style, oil pressure, fuel pressure, brake pressure, water temperature and tachometer.

A) Analog memory recall tachometer permitted.
B) OEM type alternator with internal regulator permitted.
C) No traction control devices of any type or style.
D) Upon request, any ignition component must be surrendered to track officials for inspection and certification by original manufacturer.

SECTION 20
TRANSMISSION & DRIVESHAFT
20.1 TRANSMISSION - All forward and reverse gears must be operational.

A) Transmission must contain a neutral position. With engine running, driver must be able to engage and disengage all gears in the transmission.
B) Only permitted transmissions are OEM production models used in a passenger car or truck.
C) No aftermarket, in-out boxes, or quick-change type transmissions allowed.
D) Functioning shift levers must be in the OEM location.
E) One OEM style, full size, steel or aluminum flywheel, or OEM style, full size, steel flex plate allowed. Flex plate or flywheel must be bolted directly to the end of the crankshaft.

20.1.1 AUTOMATIC

A) Must be unaltered two or three-speed OEM production case with a functioning OEM appearing pump.
B) Original aluminum bell housing may be replaced with a steel or aluminum explosion proof bell housing.
C) If utilizing the stock aluminum bell housing, a steel scatter shield, 3” wide x 0.125” minimum thickness covering 270 degrees around the top of the flex plate area must be used.
D) The only external lines permitted are for the transmission oil cooler.

20.1.2 MANUAL

A) Must be unaltered three or four speed OEM production case and utilize a 7.25” or larger clutch.
B) May be single or multi disc design. Steel or aluminum permitted, must be bolted to the flex plate / flywheel.
C) All components must rotate, consistent with engine RPM when transmission is in any gear.
D) Must utilize steel explosion proof bell housing with only one hole for throw out bearing lever or hydraulic hose.
E) Bell housing must cover the upper 270 degrees of the flywheel.
F) Hydraulic clutch pedal permitted with manual transmission only.

20.2 DRIVESHAFT

A) Minimum 2” diameter. Must be painted white, magnetic steel, and magnetic steel yoke and joints.
B) 360 degree drive shaft loop required.
C) Minimum of 0.250” x 2” steel flat or 1” x 0.095” round or square tubing located 6” behind the front end of the drive shaft.

SECTION 21

ENGINE COMPARTMENT

21.1 ENGINE

A) Rear of engine block (bell housing mounting surface) must be minimum 72 inches forward of centerline of rear end housing.
B) Engine offset may not exceed 2” from centerline of front cross member with engine mounted level.
C) Minimum crankshaft centerline to ground is 11”.
D) V belts style steel or aluminum pulleys only.
E) Copper/brass, or aluminum radiator must mount in front of engine.
F) No vacuum pumps or pan evacuation systems. NO OIL COOLERS OR REMOTE OIL FILTERS

21.2 ENGINE SPECIFICATIONS

A) All cars must clearly display, on both sides, front roof post which engine they are competing with.
B) Must be contrasting in color from body, minimum 2” tall and display “CLAIM”, “CRATE”, or “SEALED”.
C) Markers not acceptable.

21.2.1 GM CRATE MOTOR #88958602 or #19258602:

A) Must be unaltered with original seals intact.
B) Must use correct distributor, rev-limiter module with a functioning 6200-rpm rev chip, rocker arms, pushrods, and valve springs.
C) No alterations permitted.
D) Penalty for tampering is covered in the penalty section of rulebook.
E) Use of this engine is still subject to track inspection.

21.2.2 CLAIMER ENGINE: All claimer engines must be able to be used in a passenger car/ truck without alterations. External engine casting, mounting holes may not be altered.

A) BLOCK: Must be OEM steel. Must be factory production GM, FORD, or Chrysler. (No Ford SVO or Chrysler W components allowed.)
    a) Only GM block numbers permitted are 10105123,10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 10488548, 14088552, 14093638, 14101148.
    b) Stroke must match block. Overbore maximum 0.060”.
    c) Maximum cubic inch 361-GM, 363-Ford, 370-Chrysler.
    d) Maximum compression on all claimer engines shall be no greater than 9.0 to 1.
    e) Flat top or dish style pistons only. No gas ported pistons.
    f) OEM type steel crankshaft and rods matching OEM specs (weight, stroke, journal diameter) must be used.
    g) Crankshaft cannot be lightened (no aeroing, bullnose, knife edge, undercutting or drilling of second or third rod throws allowed).
    h) Conventional flat tappet camshaft and lifters only. No altering of lifter bores.
    i) Must utilize stock firing order (GM: 1-8-4-3-6-5-7-2).
    j) Oil restrictors may be used. Wet sump-oiling systems only.
    k) One inch inspection plug in pan, with no obstructions to crank and rods, highly recommended.

B) CYLINDER HEAD - OEM steel production heads only. The only permitted GM heads are #14079267, 3986336, 3986339, 3986339x, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487x, and 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126.

    a) Maximum valve size on these heads is 2.02” intake, and 1.60” exhaust.
    b) May use Engine Quest SR #CH3501. This head must remain as produced.
    c) Production valve size may not be altered.
    d) No porting, polishing, or unapproved alterations to any head.
    e) Guide plates permitted. Screw in shoulder studs permitted Maximum size 3/8”.
    f) Poly locks and steel roller tip rockers permitted.
    g) No stud girdles. No shaft rockers. 1.250” O.D. valve springs.(+ or -.015 tolerance)
    h) No beehive valve springs.

C) INTAKE - Unaltered OEM, steel, low rise, production two or four barrel manifold permitted. Optional aluminum IMCA stamped Weiand manifold permitted.

    a) Chevrolet #7547-1, Ford 302 #7515, 351 Windsor –8023, Cleveland –7516, Chrysler #7545. Edelbrock: GM#2701, #2716; Ford #7181, #7183; Chrysler #2915.
    b) Cooling lines allowed on aluminum intakes. Must be unaltered.
    c) Accessories; OEM style steel or aluminum water pump only. Unaltered OEM type harmonic balancer.