



## SOUTH TEXAS EMOD RULES

### General Information

- All equipment is subject to approval by South Texas Race Ranch officials. Any alterations or modifications from OEM (stock) not specifically allowed in these rules will be considered illegal.
- It is the racer's responsibility to always keep his/her car legal. Equipment that has passed through inspection unobserved will not be considered as approved. South Texas Race Ranch officials may assess weight penalties for cars and/or parts deemed as not in compliance with these rules.
- These rules are written with the intent of making racing at I-37, Texana and South Texas Race Ranch as equal as possible and to promote better competition for all participants while attempting to minimize the cost of participation.
- It is ultimately the obligation of each participant to ensure that their conduct and equipment comply with all applicable rules, as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules. They are intended as a guide for the conduct of automobile racing and in no way a guarantee against injury or death to participants or spectators.

### Body

- 1970 or newer American compact passenger car only (no panel vans or station wagons).
- An aluminum half-windshield may be used on the driver's side of the front window opening only.
- Stock appearing front window support units must be used (painted roll bars are not acceptable substitutes).
- A minimum window opening of twelve (12) inches must be maintained on all four window openings (front, back, left and right).
- Streamlining at top of windshield is not allowed. Bodies must have standard appearing windshield opening and corner post must follow standard configuration.
- Original roof line (parallel to deck and side to side) of vehicle must be maintained with a maximum of five (5) inches of slope from rear to front. Maximum one-half (0.5) inch stiffener permitted at rear of roof and must turn down perpendicular to the ground.

OEM Gremlin roofs are not allowed. Aluminum roofs are permitted. Dished roofs are not allowed. Maximum four (4) inch roof sides are permitted. Maximum one (1) inch ridge down sides of roof.

- Sail panels must be solid and of matching design with matching styles on both sides of racecar. The sail panel may be no farther forward than the driver's seat and must extend all the way to rear of decking. Sail panel must be mounted within two (2) inches of the outer edge of deck and flush with the outer edge of roof. Sail panels, side to side, may have no more than four (4) inches of variance in material length when measured from roof line to deck.
- Sail panels may have no more than four (4) inches of bow from roof to quarter panel up and down, no more than two (2) inches of bow from a straight line from roof to rear of sail panel and maximum eight (8) inches tall at rear of the sail panel.
- No Spoiler allowed on rear deck of car.
- Hood may be no more than two (2) inches above decking and must be sealed off from the driver. Reverse hood rake is not allowed. Hood must be level or slope forward toward the nose of racecar. Lips on the hood are not allowed. Hood must be flat from side to side—bowed and/or concaved designs are not allowed.
- Belly pans are not allowed. A belly pan will be defined as any object or material that alters the airflow under the racecar.
- Panel(s) in front of the right door next to the engine compartment is/are not allowed.
- Bodies with excessive damage (as determined by an official) will not be allowed to compete.
- Fins, lips and/or wings are not allowed.
- The rear deck lid and/or trunk area must be covered. Deck height may be a maximum of forty-one (41) inches—NO TOLERANCE.
- Drop decks are not allowed. Deck may have a maximum length of one hundred twenty-one (121) inches from the rear of engine. Deck must remain parallel to the frame and level from side to side. Deck may have a maximum total slope of six (6) inches with a maximum of three (3) inches of slope from racing seat to rear of deck. Doors and quarter panels must be flush with deck. Deck width may be a maximum of sixty-seven (67) inches and must be the same from front to rear.
- Excluding hood and nose piece, the bottom of body may extend a maximum of 6 inches further forward than the back of the engine block.
- Engine covers are not allowed.
- Plastic skirting with a maximum height of five (5) inches allowed on bottom of doors, quarter panels and nose pieces are permitted. The body must remain minimum of three (3) inches from the ground.
- Maximum overall width of nose is forty-two (42) inches top and bottom.

### **Topless Option**

- Roof and Sail Panels may be removed.
- Rear Spoiler is optional for topless option, it may be a maximum of eight inches (8") height and same width as interior deck.
- Spoiler may have a rear stiffener, must be one inch (1") or more down from top of spoiler.
- Left spoiler side maximum is 34 inches long by 12" high, right-side maximum 20 inches long by 12" high.
- Engine covers allowed with Topless option.

## **Bumpers**

- The center of bumpers (front and rear) must be at least sixteen (16) inches from the ground and no more than twenty-three (23) inches from ground.
- Both front and rear bumpers must be used and must not have any sharp edges. Any inappropriate bumper will be disallowed by an official. The front bumper must be mounted from frame-end to frame-end with the bottom loop parallel to ground. Bumpers must be made of a minimum of one and one-quarter (1.25") tubing and must be able to support the racecar if lifted by a tow vehicle. Top bar must be directly above bottom bar (not off centered).
- Rear bumpers and side rail bars must not extend beyond the width of the rear tires. Tires must be the widest part of the body.
- Rear bumpers may be constructed of tubing or flat stock and must protect the fuel cell. Rear bumpers may be no more than two (2) inches wider than the body on each side and may not be open-ended (must wrap around and be connected to side rail bars)

## **Appearance**

- All racecars must be numbered with large legible numbers on both sides and on the nose and rear panels. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Roll Cage
- Round steel tubing, seamless roll-over bars are required for the basic roll cage and must be acceptable to officials. Acceptable tubing is as follows: minimum one and five-hundred thousandths (1.5) by ninety-five one thousandths (.095) inch for mild steel and DOM tubing. Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded.
- Roll bars within the driver's reach must be padded with an accepted material as determined by an official. Fire retardant material is highly recommended.
- Installation and workmanship must be acceptable to officials.
- Must be frame-mounted in at least six (6) places.
- Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops.
- With helmet on and the driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.
- Must have a protective screen or bars in front window opening in front of driver's face.
- Protection of driver's feet utilizing a bar across the back of the engine with vertical bars and rub rails or similar protection is mandatory.
- Brace bars forward of roll cage may not be higher than stock hood height.
- A minimum of three (3) driver side door bars must be parallel to ground and located perpendicular to the driver to provide maximum protection for the driver, but without causing undue difficulty in getting in or out of the racecar. Side bars must be welded to the front and the rear of the roll cage members. Door bars and uprights should be part of at least one and one-half (1.5) inches in diameter at a minimum of eighty-three one-thousandths (0.083) of an inch thickness and be gusseted in place. The door bars must have four (4) vertical studs per side equally spaced.

## **Frame**

- 1978-1987 OEM mid-size GM metric full frame only.
- The wheelbase must be a minimum one hundred seven (107) inches and a maximum one hundred nine (109) inches on both sides.
- The frame must be full and complete. May not be widened, narrowed, shortened and/or lengthened. May not be cut, bent or altered to change suspension brackets, except upper control arm brackets on front end.
- All frame bolt holes must remain in OEM location.
- Front frame horns may be removed in front of the steering box.
- The front frame may be cut for radiator clearance only. Frames may be notched for seat clearance.
- Transmission cross member mounts may be removed, but no further forward than frame welds. The rear frame behind upper shock mounts may be replaced with round, square or rectangular tubing.
- Except front cross members, no part of frame can be lower than five (5) inches from ground.
- Any other frame alterations are not allowed. Tubular front clips are not allowed
- Hydraulic, ratchet or electric weight jacks are not allowed anywhere on the racecar. Aluminum jack bolts are not allowed.
- Jeep, Bronco or similar four-wheel drive frames are not allowed. Sports car frames are not allowed. Front-wheel drives are not allowed.
- Rear of engine (bell housing flange) must be mounted at least seventy (70) inches forward from the center line of the rear axle – NO TOLERANCE.

## **Cockpit, Steering, and Seat**

- Loose objects and/or weights are not allowed.
- Air bags are not allowed.
- Rear view mirrors are not allowed.
- The floor and firewall must be completed in the driver's compartment. Interior sheet metal cannot be higher than or enclose a standard window opening. Sheet metal in the driver's compartment must be horizontal from the top of the driver shaft tunnel to the right-side door bars or angle from the top of the drive shaft tunnel upwards to the top of the right-side door bars. Driver must be able to exit the racecar from both sides.
- Steering must be OEM and remain within original bolt pattern for type of frame used. Steel tube tie rod adjusting sleeves allowed.
- Rack and pinion are not allowed.
- Steering may be modified to suit driver but must remain on left side of cockpit (no center steering).
- Quick-release metal coupling on steering wheel is mandatory. Plastic couplings are not allowed.
- Seat must be a Factory-manufactured racing seats are mandatory and must be acceptable to officials.
- Homemade aluminum, plastic or fiberglass seats are not allowed.
- Seat back may not be moved back further than rear edge of quarter post.
- Only high-back aluminum seats are permitted. Full containment racing seats are strongly recommended.

## **Suspension**

- The front suspension must remain stock-type for the type of frame being used. Steel after-market parts may be used as stock components but must be mounted in the stock location and must be the same size as the OEM parts.
- 3-Piece GM Spindles are allowed. OEM bolt on Spindle Savers is allowed.
- OEM type upper ball joints mounted in stock location are permitted.
- OEM upper A-frame mount may be moved or replaced with aftermarket steel non-adjustable mount matching upper A-frame bolt-on design.
- Bottom A-frames may not be altered, lightened or moved.
- Screw-in ball joints are not allowed.
- Upper shock mount may be a maximum four (4) inches above the frame.
- Aluminum and/or titanium components are not allowed. Magnets must stick to all components. Exception: aluminum cross shafts are permitted.
- Steel tube-type upper A-frames are permitted and may be moved.
- Stock passenger car spindles only must match frame.
- Fabricated spindles are not allowed.
- Front sway bars are permitted. Must be made of steel and may be attached to the bottom A- frame using steel Heim joints. Must be solid full-length OEM.
- No suspension stops of any kind are allowed.
- Rear Control arms and mounts must be made of steel, unaltered OEM, in OEM location and match frame.
- Jack bolts are not allowed.
- Adjustable spring buckets are permitted. Must remain in OEM location if dropped.
- If the upper spring cup uses all thread, it must be securely welded to chassis.
- Lower spring cups must be centered on housing.
- Control arms may be reinforced but cannot be shortened or lengthened. Must remain OEM length.
- Control arm bushings may be an aftermarket but offset or bearing type are not allowed. Bushings may not be drilled.
- Suspension parts may not be altered or lightened. Aluminum parts are not allowed, other than bushings. Safety/tether chains must be mounted solid to rear-end (not to suspension parts) and cannot limit travel.

## **Shocks**

- One unaltered steel, nonadjustable, OEM mount shock, in OEM location, per wheel. All shocks must completely collapse at any time.
- No external or internal bumpers or stops. Mounting spacers and weld or screw-on shock ends allowed.
- No coil-over shocks, air shocks, remote reservoir shocks, or shock covers. No Schrader or bladder type valve allowed. The following steel bodied, factory welded, non-rebuildable shocks allowed in OEM stock mounting position.
  1. PRO-SS100, SS201, and SS200 Street Stock Shock
  2. QA1 – 23 series sealed monotube shocks
  3. DOETSCH TECH – 0101, 0102 and 0103 Street and Hobby Shock
  4. AFKO - K- Series Stock Shocks (AFC-1020,1021,1022,1030,1031, and 1035)
  5. OEM or OEM Replacements (But no OEM Bilstein)
  6. QA1 – 53 series stock mount twin tube shock. (shocks must fully extend and collapse manually)
  7. QA1 – 5Q series stock mount twin tube shock.

8. Bilstein SMX Series Metric Stock mount shock.
- Shocks will be eligible for a \$150.00 per shock claim – only one shock per race night.
  - Shock claim procedures: •Top four finishers in main event are subject to shock claim. •Must have raced on the previous 2 consecutive race nights in order to claim. •Must start and finish main event on lead lap.
  - Claim must be made with US currency (cash) at Tech Pad within 10 mins. of the completion of the main event.
  - Each driver may claim up to four shocks per year. •Any driver may only have a maximum of 4 shocks claimed per year. Refusal of claim will result in DQ and forfeiture of all points.

### **Springs**

- One steel spring (racing allowed) per wheel only. Minimum 4.5inches OD, non-progressive coils only. No torsion bars or air bags. REAR SUSPENSION: Control arms and trailing arms and mounts must be steel unaltered OEM in OEM stock location.
- Adjustable spring spacers allowed may be dropped if they remain in OEM location. If the upper spring cup uses threaded rod, it must be securely welded to chassis, no weight jacks allowed.
- Lower spring cups must be centered on housing. Control and trailing arms may be reinforced, but cannot be shortened or lengthened, and must remain OEM center to center lengths. Bushings may be aftermarket, no offset, no bearing or heim type bushings allowed. Bushings cannot be drilled. No suspension parts may be altered or lightened. No Suspension Limiters. No aluminum parts are allowed other than bushings.

### **Electrical System**

- Battery must be securely mounted inside frame rails and covered.
- One (1) 12-volt battery only (no 16-volt batteries).
- Voltage converters are not allowed.
- All battery posts must be securely covered.
- Ignition must utilize OEM distributor and ignition. Stock appearing coils, coil covers and modules only. Multiple spark ignitions are not allowed. All ignition parts must remain out of the reach of the driver.
- Kill switch required within easy reach of the driver. The switch must be clearly marked “OFF” and “ON”. Crank trigger ignitions are not allowed.
- GM must utilize OEM GM distributor. Chrysler and Ford may use aftermarket HEI (bushing type only). Roller bearings are not allowed. Must utilize stock-type components. 6.3 Digital gauges are not allowed. Wiring elements must be accessible for technical inspection.

### **Fuel System**

- Automotive gasoline and racing gasoline are allowed.
- E85 is not allowed. Additives of any kind are not allowed. Penalty for illegal fuel is loss of points, cash and awards earned for that event.
- May not be blended with ethers or other oxygenates and may not be blended with aniline or its derivatives, nitro compounds or other nitro containing compounds. Oxygenated fuel is not allowed.
- Upper cylinder lubricants are not allowed.

- Electric fuel pumps are not allowed. Belt driven fuel pumps are not allowed. Pumps must be bolted to block in stock location.
- Carburetor must be naturally aspirated.
- Fuel injection is not allowed.
- Aerosol carburetors are not allowed.
- Standard Engine must utilize a go / no-go gauge-legal, unaltered Holley 500 CFM two-barrel (part #4412).
- HP carburetors are not allowed.
- Grinding and/or polishing of any kind is not allowed.
- All carburetor components must be for a Holley 500. Milling and/or grinding of throttle shaft is not allowed, and shaft must stay round.
- Choke plates may be removed. 4412 must be cast into choke horns of carb.
- The casting line at venturi must be present. Boosters must remain centered in venturi and may not be raised or lowered. Annular discharge boosters are not allowed.
- A one (1) inch adapter plate or spacer is permitted. Distance between bottom of carburetor and top of intake manifold cannot exceed one and one-quarter (1.25) inch. Spacer thickness must remain the same front to back and side to side.
- Fuel Cell must be commercially manufactured and must be mounted utilizing at least two (2) steel straps. Straps must be two (2) inches wide at all measuring points.
- Fuel cells must be enclosed in a steel container and must be protected in the rear of an axle by roll cage tubing mounted securely.
- No part of the fuel cell may be lower than protective tubing. Protective tubing must be no wider than six (6) inches on both sides. Fuel cells may be no lower than ten (10) inches from the ground.
- Fuel cells must have check valves. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.
- Maximum capacity of twenty-two (22) gallons.

### **Tires and Wheels**

- Must be fifteen (15) inches in diameter and eight (8) inches in width.
- Stickers are not required.
- It must be reinforced steel only. Bleeder valves are not allowed.
- Bead locks are not allowed
- Homemade mud caps are not allowed.
- Wheel covers are permitted on right side wheels only. Inner mud plugs are permitted.
- Wide-five-wheel adaptors are not allowed.
- Aluminum spacer between hub and wheel is permitted, but overall width of racecar cannot exceed 78 inches.
- Added ballast to any wheel is not allowed.
- Southwest Speed Spec Tire – 26x8x15 or 8” Hoosier asphalt pull-offs are allowed must durometer no less than 60 before race
- Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals which alter the manufacturer’s baseline-settings of the tire is not allowed.
- Tires may be ground, sipped or grooved.
- Sidewall markings must remain visible. Buffing or removing compound designations is not allowed.
- An added ballast to the inside of any tire is not allowed.

## **Brakes**

- Caliper and rotor must be standard size and weight. Vented rotors are required on front and rear wheels.
- Right front brake shut offs are allowed
- Calipers may not be lightened, must be OEM and must be made of steel.
- Rotors must be steel and may not be lightened, scalloped, drilled and/or slotted. Rotors may be redrilled for different bolt patterns or larger studs. No oil bath hubs allowed. 9.6 Front-to-rear brake bias is permitted.
- Brake floaters are not allowed.
- Brake lines must be visible. 9.9 Must maintain minimum OEM dimension for hubs, rotors and calipers.

## **Drive Shaft**

- A loop is required and must be constructed of at least one-eighth (0.125) inch by two (2) inches solid steel. Loop must be mounted no more than six (6) inches from the front of the drive shaft tube. Alternatively, two (2) loops of one-eighth (0.125) inch by one (1) inch solid steel fastened to cross members are permitted.
- Drive shaft must be a minimum of two (2) inches in diameter and be painted white.
- Aluminum driveshafts are not allowed.

## **Transmission**

- Any stock type automatic or cast iron 3 speed OEM manual transmission.
- No 4 or 5 speed transmissions.
- Flex plate and converter must be steel, Minimum 10- inch diameter steel torque converter
- AFTERMARKET SFI ALUMINUM bellhousings on automatic transmissions IS ALLOWED, aftermarket pan is allowed.
- Flex plate must be full, unaltered OEM, or OEM replacement.
- No direct drives, couplers, valved pumps, or bleeder style valve bodies.
- No 'in and out' boxes or quick-change devices allowed.
- All gears and planetary must remain OEM configuration.
- Hardened input shaft is ok.
- Transmission Cooler ok.
- Manual must have single disc 10.5" clutch, flywheel and pressure plate must be steel, minimum 15lb steel flywheel.
- No Aluminum bell housings on manual transmissions.
- No mini clutches. Steel drive shafts only must be painted white and have a loop 6" from front u-joint factory mount, chain or flat strap is ok.

## **Rear-End**

- Must use OEM 7.5-inch GM 10 bolt rear end (bracing optional).
- No Ford or Floater rear ends allowed. Steel components only.
- Rear-end from trialing arm bracket out may be modified with 3-inch axle tubes to accept 9inch Ford axles. When using Ford axles rear-end may be a maximum of 3 inches wider than OEM stock width.
- Lower trialing arm brackets must remain in OEM location on original 7.5-inch tube housing.



- Aftermarket axles, mini-spools and C-clip eliminators are allowed. Locked rear ends only, no torque dividing differentials allowed. No full or aluminum spools are allowed. Pinion angle cannot be changed.

### **Exhaust**

- Must use Schoenfeld Header #161 - 1 5/8" tubes into 3" collector. No other header modifications allowed. No turn down or additional exhaust pipe allowed.

### **Engine Compartment**

- Rear of engine (bellhousing flange) must be mounted at least 70-inches forward from centerline of rear axle.
- Minimum 11 inch engine height from ground to center of crankshaft.
- One radiator allowed, may be aluminum, 27-inches by 19- inches maximum in size, must be mounted in front of engine, catch can required. High pressure radiator cap and electric fans are allowed. No sprinklers.
- Power steering pump and reservoir must remain one unit and mount in front of the engine.
- Side engine mounts only (OEM or 45-degree style) must be steel, aluminum mid-plate allowed.

### **Engine Option 1**

- All engines must be able to be used in conventional passenger cars without alterations. External engine casting and threaded holes cannot be altered. No aluminum, titanium or carbon fiber components are allowed.

### **Block**

- Block must be OEM steel production block only. No GM bowtie, Ford or Chryslers allowed.
- Approved blocks are GM (Chevy only): 283, 302, 305, 307, 327, 350. Maximum cubic inch limits: GM 364 no tolerance. No 400 or larger cubic inch parts allowed.
- 4 valve relief pistons only, no gas ported pistons.
- 3.48-inch maximum GM stroke.
- Maximum 170 lbs. per cylinder compression, no tolerance. Compression checked with one spark plug removed, turned five engine compression revolutions.
- Engines may be balanced, and block decked.
- Oil filter system must remain OEM. 'Wet' sump oiling system only. No accumulators.
- OEM stock or OEM replacement steel crankshaft only – cannot be lightened (no aeroing, bullnose, knife edge, undercut or drilling of second or third rod throws allowed).
- OEM stock or OEM replacement steel rods only - GM must use a maximum 5.7-inch rod. No cap screws. No splayed main caps.
- Racing oil pans are allowed. (One-inch inspection hole required.). No obstructions to crank and rods. If obstructions are present, we must remove the pan for inspection.
- Engine bolts may be aftermarket.
- Fluid dampener balancer allowed. No roller bearings allowed.

### **Cylinder Heads**

- Only GM OEM approved head numbers are (last 3 digits): 126, 185, 336, 441, 445, 487, 493, 598, 624, 862, 882, 920, 993, 997, with valves no larger than 1.94-inch intake and 1.50-inch exhaust.
- Valve sizes cannot be changed.
- No porting, polishing, or unapproved alterations to cylinder head.
- No vortec, bowtie, or aftermarket heads allowed.
- Flat milling allowed; no angle milling allowed.
- E FORCE Part #10024360 Allowed
- Guide plates, screw-in shouldered studs (0.375-inch max) and poly locks allowed. No stud girdles.
- Stamped steel, OEM style, stud mounted (0.375inch max) rocker arms only. Any length push rods allowed.
- OEM diameter valve springs (GM – 1.250-inch maximum O.D.) must match heads.
- No beehive valve springs are allowed.

### **Intake**

- Unaltered, OEM cast iron low rise, two- or four-barrel intakes allowed.
- No aftermarket, OEM hi-rise, marine or bowtie intakes allowed. All intakes must have unobstructed 0.250-inch vacuum fitting. Belt driven, OEM style water pumps only, no aluminum water pumps on Chevy engines.

### **Camshaft**

- Non-roller hydraulic cam/lifters only.
- Lifters must remain unaltered and OEM lifter bores cannot be altered.
- OEM firing order cannot be changed (GM 1-8-4-3-6-5-7-2).
- All makers of engines must pull 15-inches of vacuum at 1000 RPM.
- Vacuum must be pulled on intake vacuum fitting, not carburetor.
- No alterations of any kind may be made at the time of tech.
- Track equipment being used for tech is final. Lifter bores cannot be altered. Must be chain driven, no gear/belt drives.

\*\* Engine Option 1 - Non-Crate engines must run a 6000 RPM chip \*\*.

### **Engine Option #2**

- Crate engines must utilize an unaltered MSD 8728 rev control with a 5500 RPM chip.
- Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) Commonly referred to as "602" engine.
- These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory.
- The ONLY seals allowed for competition are:
- GM twist off bolt engines ARE NOT legal.
- Chevrolet Performance cap seals
- Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed.
- NO ACAS, NORA, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed.

- To compete with ANY other seal/sealing system contact Texana Raceway Park for approval.
- Must utilize one (1) unaltered cast Holley 4412 two-barrel only (see rule CARBURATION AND FUEL SYSTEM). Carburetors shall be subject to claim.
- Crate Engine is not subject to claim but must have a prominently displayed "Crate" decal affixed near the A pillar or Crate Engine is claimable. Any driver running a "Standard" engine with a "Crate" decal will be disqualified. Any driver running with a Crate Engine will not be eligible to claim in that season. Any driver that claims a Standard Engine and switches to Crate Engine will be eligible to be claimed.
- Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved cables or cap screws. Any altered, damaged or missing cap screws, or cables will result in drivers being disqualified from that event, loss of all track points and fined \$1000.
- The rev control box must be located on the deck in plain sight and out of the reach of the driver. All wires from the rev control must be easily accessible by the tech personnel and not be routed anywhere near the driver's compartment.

### **Weight**

- The overall weight of the racecar shall be measured at the conclusion of an event with the driver in the cockpit, wearing complete racing apparel.
- The overall weight of the racecar must be a minimum of two-thousand four hundred (2,400) pounds. 53% max rear Ballast may not be mounted in cockpit, or outside of body or hood area.
- Ballast must be securely mounted, painted white and clearly marked with the car number.
- Ballast must be attached with at least two (2) one-half (0.5) inch bolts and may not be attached to rear bumper.

### **Safety**

- It is recommended that each racecar have built-in fire extinguishing equipment but cannot be of the dry powder type (must be Halon 1211 or equivalent).
- Drivers should have in their pit area as part of their equipment, at all times, a fully charged dry chemical, Halon (or its equivalent) fire extinguisher. Ten- or thirteen-pound fire extinguishers are recommended.
- Driver must wear a helmet, fire suit and five-point safety harness whenever the racecar is on the racetrack. This includes track packing, warmups, hot laps and races.
- Helmets are mandatory
- Complete one- or two-piece fire suits of a flame-retardant nature are mandatory.
- Fire-resistant gloves and shoes are recommended.
- Fire-resistant socks are recommended.
- The use of a five- six- or seven-point driver restraint system (safety belts, sub-belt and shoulder harness) is required.
- Factory-type shoulder belts or straps are not allowed. The use of a seven-point driver restraint system is recommended.
- Metal to metal buckles are required on shoulder and seat belts.
- Shoulder harness must be mounted securely to the main roll cage.

- Where the belt passes through the seat edges, a grommet must be installed, rolled and/or padded to prevent cutting of the belt.
- A full-size window net mounted in the left side driver's window opening is required. Window net mounts must be welded to the roll cage. All bars around the driver must have approved roll bar padding. Approved racing arm restraints are recommended.
- Fire-resistant safety neck collars are recommended.
- There is absolutely no plastic except from the edge of firewall to body skin and inner wheel tub to body skin.

***We reserve the right to adjust these rules at any time to even the competition!***