

1. Cars MUST be North American two door cars of all metal construction. Minimum wheelbase of 108" and a maximum of 116". No trucks or convertibles. Any modification of wheel base is not permitted.
2. All parts MUST be in family line. **A body from one manufacturer may be put on a frame of the same manufacturer provided there are no modifications to the original dimensions of the frame. Steel aftermarket bodies may be used. Rubber mounts may be removed.**
3. All bodies and body panels MUST meet factory dimensions and appearance for year and model. Wheel wells may be radiused to a maximum of 5" from the outside circumference of the tire. 100% of body parts MUST be run each race day. MUST use stock appearing bumpers in the front and rear. Fender edges MUST be rolled inward resulting in no sharp edges. Single skin steel bumper or can run maximum of .095" 1 3/4" mild steel tubing for mounting purposes, MUST follow Diagram B2. Rubber bumper covers can also run .095" 1 3/4" mild steel tubing behind cover in place of original bumper, MUST follow Diagram B2. Tubing MUST be hidden behind bumper or cover, and not stick out past ends.
4. Frames MUST be of stock dimensions to body. Boxing of frames allowed and sub-frame connectors recommended. No modification(s) for power train or suspension clearance allowed.
5. Engine MUST be in stock location to frame for model and year of car.
6. Floor boards and front firewall MUST remain stock and intact in stock location. All holes in front & rear firewalls and floorboards MUST be covered with a minimum of 22-gauge steel. No sheet metal screws or galvanized material are to be used anywhere in the construction of car.
7. No interiors with sub-floors or cockpit style interiors.
8. Windshields MUST be full width safety glass or minimum 1/8" thick Lexan. All other glass MUST be removed. Glass windshields MUST have a minimum of 4 safety clips composed of at least 1/8" X 1" X 6" steel. Lexan MUST be securely fastened with 3/16" diameter pop rivets with 1/2" heads spaced a maximum of 8" apart. All windshields MUST have a minimum of 2 safety rods on the inside of the windshield, 1/2" diameter rods or 3/8" black pipe spaced a minimum of 10" apart. Drivers' side deflector is recommended, maximum length of a vertical line from the top of the windshield to the top of the door. Deflector MUST not flare outside the top edge of door. Lexan only.
9. All burnables, chrome strips, door handles, lights, trailer hitches, and white metal MUST be removed.
10. A fuel cell is mandatory. Fuel cells may be mounted no lower than 4" from the bottom of the rear frame rails to the bottom of the fuel cell. It MUST be boxed with minimum 20 gauge steel and 1 1/2"x 1/8" thick square tubing or schedule 40 pipe. Aluminum fuel tanks are not permitted. Any variations are subject to approval of the technical committee.
11. Front and rear driveshaft hoops of 360 degrees mandatory. Front hoop to be 1 1/2" X 3/16" steel minimum, bolted to the floorboards with minimum grade 5 bolts and located within 12" of the front U-joint. Rear hoop may be 5/16" chain.
12. Battery MUST be located in the engine compartment and securely fastened. If mounted in the firewall, the battery MUST be completely sealed from the driver and accessible only from the engine compartment. Battery fasteners MUST be 1/8" X 1" steel strap or 3/8" rod minimum.
13. MUST have master kill switch for battery. MUST be mounted for ease of access by driver and safety crew.
14. Starter MUST be working at all times.
15. Lights: see Safety Rules.
16. Seatbelts: see Safety Rules.
17. Fire extinguisher: see Safety Rules.
18. Mass produced head and neck restraint system highly recommend.
19. Window net: see Safety Rules.
20. Steering column MUST be collapsible.
21. **BRAKES:** Brake pedal and mounting point MUST be in original factory location for that make, model and year. Brake mechanisms on all 4 wheels MUST be working at all times and are subject to spot checks. **Adjustable Proportioning valve(s) allowed as long as they cannot be adjusted from inside the vehicle.**
22. Unkempt cars may be disqualified.

23. Minimum Weight: All cars MUST have a minimum weight of 3200 pounds at all times. Maximum left side weight is 55.0% measured at any time. Weights MUST be taken with driver seated in seat holding steering wheel. All ballast MUST be securely fastened and painted white with the car number on it.

SUSPENSION, WHEELS, & TIRES

1. **Front:** Any stock suspension parts in the family line may be used and MUST fit without any modifications to any parts. MUST have stock mounts in stock location. Shock access hole allowed in right front upper control arm only. No modifying of stock mounts allowed. Slotting of camber adjusting holes is allowed on AMC, Chrysler, and Ford. Relocating upper A arm mounting brackets is allowed.

Rear: Leaf spring car - stock front leaf mounts MUST be used. Mount to be in stock location with original stock floorboards.

Coil spring car: Stock mount to frame MUST be used. Drilling of holes is permitted. Stock differential brackets with adjustment holes allowed. Rear lower control arms MUST be stock to the chassis.

Boxing of rear lower control arms is allowed.

All suspension mount bushings MUST be OEM rubber or urethane replacement. No adjustable ball joints allowed, only stock appearing greasable ball joints.

2. Working shock absorbers in stock location with stock mounts to chassis MUST be used. No adjustable shocks of any kind. Shock extensions allowed but MUST retain original mounting location and geometry.

3. No adjustable weight jacks allowed. Threaded adjustable spring spacers are allowed on the front suspension only. No threaded adjustable spring spacers are allowed on the rear suspension.

4. Tires may not extend 3" or more past the stock body. Stock gear ratios not exceeding 4.88 mandatory (all makes) C-clip eliminator kit optional. Hardened after market axles recommended. Ford 9" differential Housing allowed in all makes and models. Full spool, mini spool, welded, posi, limited slip and lockers allowed.

5. The minimum ride height of 5.0" is measured from the lowest point of the frame side rail with the driver in the car as raced.

6. No chaining down of suspension.

7. **Tires** MUST have a maximum width of P235. Shortest sidewall is 70 series, No 60 Series tires.

Radial or bias ply street tires allowed. No ground grip, studded, or recap tires. No chemical treatment of Tires. **Hoosier I tread 970 tires are allowed.**

8. Steel **WHEELS** or aftermarket steel wheels with a 3/16" center minimum, welded 360 degrees mandatory. Maximum 8" width allowed.

9. 1" **WHEEL NUTS** mandatory on all wheels.

ROLL CAGE

1. Six point roll cages made from 1 ½" schedule 40 pipe minimum. Kit cages constructed of 0.095", 1¾" mild steel tubing conforming to Super Late Model minimums strongly recommended. All welds MUST be 360 degrees and gusseted. No galvanized pipe, threaded or cast joints. MUST have a dash bar and a cross bar behind the driver. Front hoop allowed with a maximum of 3 support bars per side. Minimum of 3 driver's door bars and 2 passenger side door bars with 2 rows of vertical connecting bars on the drivers side extending to the frame or rocker panel. Unibody or X-framed cars with a roll cage mounted to the floorboards MUST have the roll cage welded to a 6" square X ¼" plate that is bolted through the floorboards to a like plate with 4-½" diameter bolts. MUST have a bar from the top of the door bar to the window pillar. Main cage halo dimensions: Maximum 12" from the right edge of stock roof skin. Maximum 3" down from roof skin. Modifying roof skin is not allowed. Roll cage padding - see Safety Rules.

2. Aluminum racing bucket **SEAT** with head support, properly mounted to the roll cage is mandatory. Minimum distance of 36" from rear of seat to center of differential is required.

3. Only one front bar, maximum 2" OD. and no wider than the frame rails, mounted behind bumper is allowed.

4. **Radiator** may be re-mounted, MUST remain in its basic location, no coolers of any kind in the driver's compartment. Overflow can minimum 1 liter securely mounted mandatory.

ENGINE

Beginning in 2008, engines must conform to the specifications detailed in items 1 thru 12 of this section or optionally, the GM sealed crate engine specified in item 13 may be used.

1. Absolutely stock. No interchange of engines between makes. Must have a Ford engine in a Ford, Chevrolet in a Chevrolet, etc. Marine parts are not permitted.

Make of Engine	Engine	Max.Overbore	Maximum Displacement
Chevrolet	305	0.060"	308 cid
Chevrolet	327	0.060"	334 cid
Chevrolet	350	0.060"	360 cid
Pontiac	350	0.060"	360 cid U.S. engine
Oldsmobile	350	0.060"	360 cid Oldsmobile engine
Buick	350	0.060"	360 cid Buick engine
Dodge	360	0.060"	370 cid
Ford	302	0.060"	307 cid
Ford	351	0.060"	362 cid or Cleveland

2. **Carburation:** One stock production two-barrel carburetor. Or one Holley 500 CFM two barrel Carburetor P?N 0-4412. If Holley 4412 carburator is used, a Canton Racing Products 85-050 adaptor May be used. Space between top of manifold and bottom of carbuator including adaptor plate, restrictor Plate and gaskets shall not exceed 1.25 inches. No double end loader or other large CFM accessory carbs. Two throttle return springs are mandatory. Removal of choke parts and changing of jets is allowed. No alterations or modifications. Restrictor plates will be supplied by the R.A.R.C. and must be run mounted directly above the intake manifold before any spacer plates. A one inch spacer plate allowed between restrictor plate and carb. Maximum distance between top of intake manifold and bottom of carburator not to exceed 1 1/4 inches.

3. **Stock air cleaner** lid and base only. Airflow modifying pieces (element inward) are not permitted. Cold air induction is permitted.

4. **Cylinder block** assembly MUST be a cast iron OEM block with the exception of permissible overbore. An OEM lifter bore MUST be maintained. Deburring of block and parts permitted. Balancing optional. Block MUST maintain +0.015" deck height (GM). Aftermarket rods are not allowed. Deburring of stock rods is permissible. Stock rod length to the OEM block that is being used. Crankshaft and harmonic balancers MUST be OEM.

5. **Pistons** can be flat top maximum, weighing a minimum of 490 grams each less the wristpin. All pistons MUST have two compression rings and an oil ring.

6. **Camshaft:** Optional, hydraulic cam and lifters only. Stock OEM push rods. No hydraulic roller lifter assemblies allowed. Roller rockers are not permitted. No gear drives or belt drives.

7. **Cylinder heads:** Only stock OEM cast iron heads permitted. Absolutely no deburring, grinding, or polishing of intake or exhaust ports permitted. Chevrolet engines are restricted to 1.94" intake valve diameter and 1.5" exhaust valve diameter. (All other engines MUST be stock for year and engine model used). Chevrolet engines with a displacement of 334 cu. in. or less are restricted to a minimum 68cc chamber volume. 350 cu. in. Chevrolet is restricted to a minimum of 73cc chamber volume. Guide plates are permitted. The maximum Chevrolet valve spring diameter is 1.266". Composition gaskets of no less than .039" compressed thickness MUST be used on all cylinder heads. Ford and Chrysler heads are restricted to minimum 64 cc chamber volume.

8. **Distributor:** Only stock distributor and stock coil allowed. No external modules (except Ford) or external modifications.

9. Intake manifold: Only stock OEM cast iron 2-bbl intakes allowed. No grinding or coating of any kind is permitted, internally or externally.

10. **Water pump:** Stock OEM cast iron water pumps only for GM engines. Ford and Chrysler engines may use stock OEM aluminum water pumps.

11. **Oil pan:** Any steel oil pan that fits with no modifications to frame is permitted. Oil filter MUST be OEM style for block and mount in OEM location.

12. **Fuel pump:** Stock mechanical pump only. Absolutely no electric fuel pumps. No glass or plastic fuel filters allowed. No "Cool Cans". The only fuel allowed is gas that is available at local consumer (NO commercial) outlets. NO ADDITIVES, NO OXYGENATION, NO AVIATION FUEL, NO RACE FUEL.

13. **Optional GM Sealed Crate Engine**

The following cast iron head sealed crate engine will be allowed:

GM sealed Circle Track 350 Engine p/n 88958602

Any engine seal which is altered or tampered with in any way from the original purchase will be deemed illegal.

14. **Transmission:** Any stock automatic transmission with a working mating stock torque convertor or 3 or 4 speed manual transmission. All transmissions MUST have all gears working. Transmission adapter plates are not permitted. Stock clutch disk, pressure plate and flywheel. 10" minimum diameter clutch disk is required. Aluminum clutch parts and aluminum flywheels are not permitted. A scatter shield or minimum 1/8" thick steel plate, 180 degree safety shield mounted over the bell housing bolted to the floor is mandatory for manual transmissions.

15. **Exhaust:** Mufflers mandatory. Stock OEM production cast iron manifolds only. No modifications allowed. No adapter plates allowed. All manifold mounting bolts and holes MUST be used. Maximum exhaust pipe size is 2 1/2" o.d. from the manifold to the muffler and 2 1/2" max OD. from the muffler to the exit. 1 "H" pipe is allowed. Exhaust may exit under car, below and behind driver. A maximum of 8" of flex pipe allowed per side close to exhaust manifolds. Muffler part #24203 or Walker #4018 Silver Bullet. Exhaust noise will be monitored before and during the 2006 season. Alterations and modifications may be required by the SSCRA with minimal notice given. Such as, but not limited to: Aiming the exhaust tips to the ground.

16. Plastic **Fans** are recommended, if a steel fan is used a steel safety ring approved by the technical inspector MUST be used. Fan MUST be driven by water pump.

Appendix A

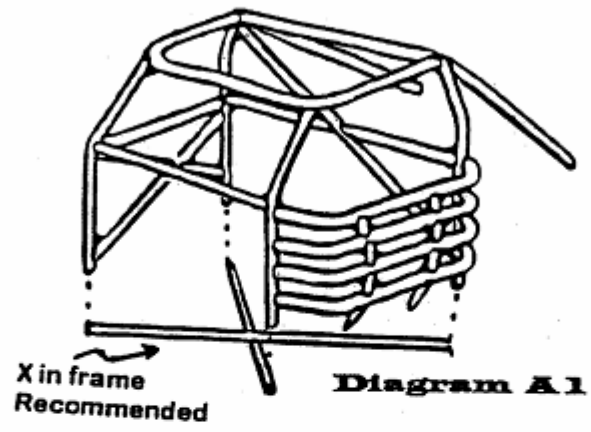


Figure A1

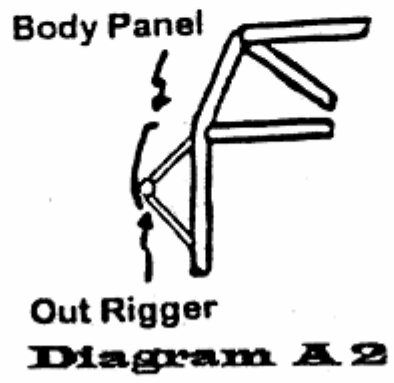
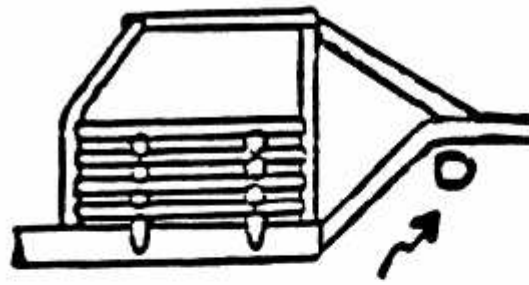


Figure A2



Differential
Diagram A3

Figure A3

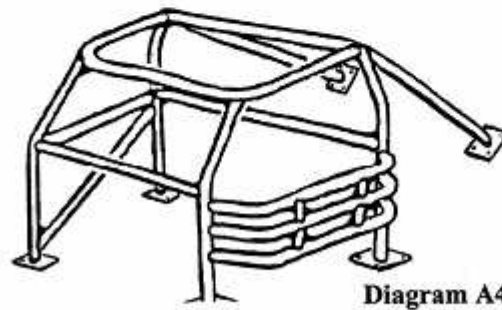


Diagram A4

Figure A4

Appendix B

Diagram B 1

Acceptable method of splicing tubing structure

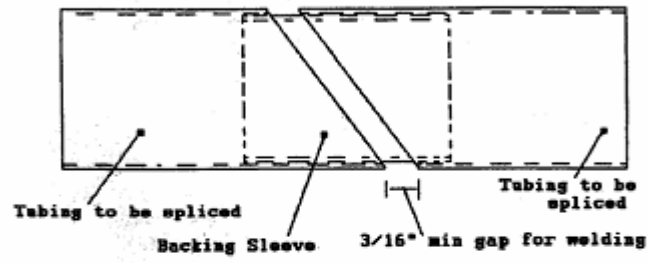


Figure B1

Tubing supported bumpers or covers.

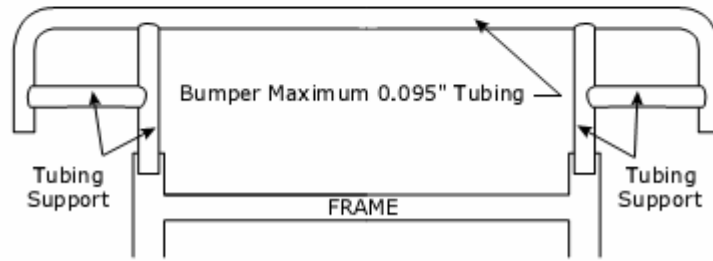


Figure B2

Appendix C

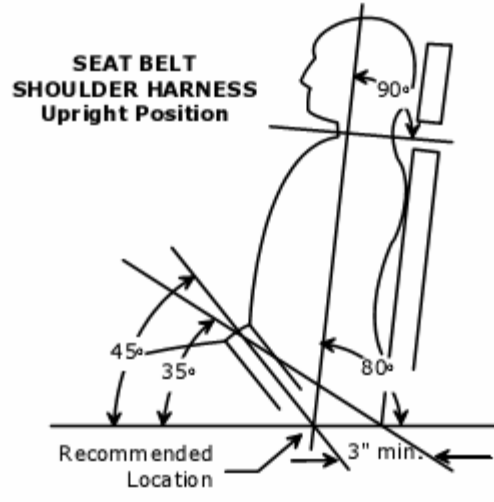


Figure C1

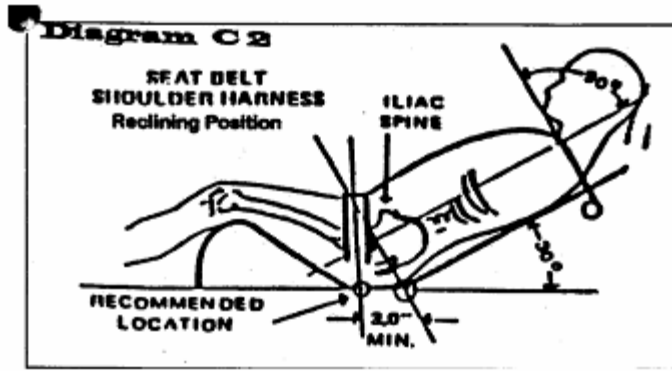


Figure C2



Figure C3

Diagram C4



Figure C4



Diagram C5

Figure C5

ROLL CAGE

Diagram A

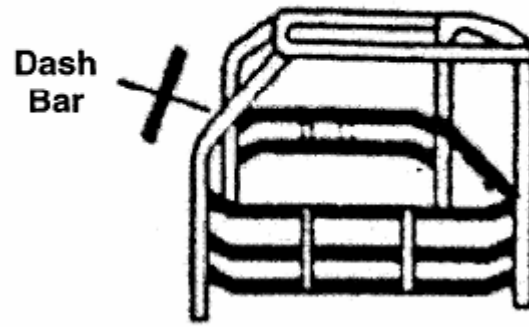


Figure D1