



# **2010**

# **RULE BOOK**

**MODIFIED**  
**CRATE SPORTSMAN**  
**LATE MODEL**  
**STREET STOCK**  
**FOUR CYLINDER**

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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 and, by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESS 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 Promoters shall be empowered to permit minor deviation from any of the specifications herein or impose further restrictions that in the 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 officials. Their decision is final.

The intended purpose of this rulebook is to make for an even playing field for all competitors competing at Penn Can Speedway. The Promotional Team and their designated officials will strive, to the best of their abilities, to enforce all rules fairly and with respect. The nature of the sport has proven that questions concerning rules and procedures will arise from time to time. The Promotional Team and their designated officials will deal with these concerns in an orderly and swift manner.

### MEMBERSHIP LICENSE

1. All drivers/owners/crew members pay a \$50.00 fee to join the Penn Can Organization if paid before April 23, 2010 and \$60.00 from that date forth. Members are subject to conform to the rules herein.
2. A license is issued to one person and is not transferable. The license must be shown at each race meet in order to get a pit pass, and can **ONLY BE USED ONCE PER RACE MEET.**
3. In the event that the car is owned by a partnership or corporation, license will be issued to one person only. Corporate name may appear on the membership application and license, and all prize money will be issued in the name of the corporation.
4. Any member who permits someone else to use his license shall be fined not less than \$100.00 and/or be disqualified.
5. Drivers must be members of the Penn Can Membership Organization in order to be eligible for any point fund money at the end of the season.

## **INSURANCE BENEFIT PLAN**

1. Each pit entrant who has signed the release sheet for the event when he or she has entered the pit area is entitled to benefits arranged by Penn Can Speedway.
2. It is highly recommended that all competitors carry additional life and medical insurance.
3. Anyone involved in an accident while on the racing premises and who does not report to an official in charge before leaving the premises (providing they are able to make such a report) will not be eligible for benefits prescribed under the Benefit Plan.
4. Drivers must be fourteen years of age or older at all times.

## **HANDICAPPING**

1. The number of cars to be qualified in each heat will be decided by the track handicapper and announced before the first heat of each event.
2. If a driver qualified two or more cars, he must drive the last car qualified in the feature race. The other cars are not eligible. Only the first car is given handicapped positioning in the heat and feature. The second car has no points. Car and driver must be qualified except for guaranteed starters. On postponed events, the driver is qualified. (If a driver qualifies a second car, the driver one position out of qualifying in the heat of the scratched car moves up into a 0qualifying position.)
3. All driver changes must be reported to the handicapper/pit steward. All drivers that change cars must go to the rear. (Driver's responsibility)
4. No car can compete in (2) two classes without special permission.
5. Points are official when posted on the pit board. If there is a mistake, owner or driver has five days from posting to protest.
6. Handicap points will be based on points earned over the past three completed programs. (Cars not entering those programs will be handicapped as if they had won those programs missed plus one point.) Handicapping points are available from the handicapper nightly.
7. The handicapper has the power to disqualify any car that he deems the numbers are not legible, however the owner must be given at least one week to correct.
8. Bubble cars will be used (top 3 will be listed).
  - A. Must be on standby and ready (we will not hold the race up for them).
  - B. Will be used only if there is not a full field of cars on the track (if a guaranteed/provisional starter fills the field, a bubble car will not be used).
  - C. Once the green flag has been dropped, bubble cars will not be used even on an original restart unless there was an original opening (cars dropping out would, of course, receive green money).

## **SCORING:**

1. When the caution flag comes out all drivers will line up single file for scoring. Track officials will then instruct drivers where to go if there is a dispute.
2. During a caution period, it is the driver's responsibility to watch track officials for line-up instructions. Drivers not following the immediate instructions of the on track officials, and hold up the race, will be sent to the rear or to the pits if necessary.

## **GENERAL SAFETY**

### **DRIVER**

1. Drivers seat must be securely fastened to frame or cage in six spots, four (4) on bottom and two (2) on seat back. Six (6) 3/8" bolts minimum. Seats mounted over drive lines must have a minimum 1/8" steel plate under and up the back 4" and be as wide as seat.
  2. Mandatory functional padded headrest or high back seat must be in line with center of driver's head.
  3. Mandatory - shock resistant roll bar padding on all bars that drivers head may come in contact with while strapped in seat. Also on cars with center type steering, both housings must be padded with same type of material.
  4. Mandatory While Driving Snell approved 2005 or newer, and no older than 5 years old from production date. Head Sock recommended. Firesuit Mandatory Min SFI 3-2A/1, 1 or 2 piece suit permitted. Must be in good condition – No tears, holes or non-working zippers. Proban Suits allowed – not recommended. Nomex underwear and socks recommended. Fire Proof driving shoes recommended. Gloves Mandatory – must be minimum single layer, **Nomex Competition Gloves** – NO Mechanix, Ringers, Etc...Gloves must be in good condition. Neck support Mandatory, either collar type support of SFI rated neck support systems.
- BELTS:** Must be SFI dated and tagged by Manufacturer, NO Date older than 5-years from production date. Any Belts without tags will be considered expired. Strongly recommended to replace belts after any strong impacts. Minimum 5-point harness with a minimum of 3" wide lap and shoulder straps and minimum of 2" wide submarine belt. 6-point harness recommended. All belts must be mounted as per manufactures recommendations.

**5. Fire extinguishers - All crews must carry operable fire extinguishers capable of putting out fuel and oil fires. On board flameout system recommended for car.**

**6. Neck collars are mandatory in all classes.**

### **CAR**

1. All cars are subject to inspection at any time and must be free from mechanical defects and be in safe racing condition.
2. Drive Shaft Cover Mandatory. All cars with open shafts must have a tunnel, minimum of 1/8" thick steel from 2" under front edge of seat to back of transmission covering shaft and "U" joint on top and both sides down to floorboards. It must be held in place with a minimum of four (4) 3/8" diam. bolts at bottom to a substantial cross member. A 360° aluminum tubing of not less than 1/4" wall of 6061 -T6 material will be accepted providing it covers complete shaft and "U" joint back to seat. No cast or welded tubing. This drive shaft cover must be a solid unit with no cutaways for lightening purposes.

Drive shafts must be painted white. (Except aluminum or carbonfiber tube)

NOTE: Closed drive type cars, torque tubes, or bells that already have a 360° covering from "U" joint back to seat will be accepted as is. Any car that has a suspension link such as a torque arm, coil over or trailer bar in the driver's compartment, must have a steel cable

(1/4" in diam. or more) or clamp around it limiting its range should it break loose from its mount. It is recommended to have these parts free of sharp edges and padded. All classes require drive shaft loop that must go completely around the drive shaft of substantial material.

3. Seat and steering must be centered in frame, plus or minus 2". (Modified)

4. Mandatory 3" width safety belt and shoulder harness with 2 belts over the shoulder and of the quick release type. Also a minimum of one submarine strap. All belts must be securely fastened to the frame or cage. All safety belts must bear date of manufacture and can be no more than five (5) years old. Shoulder harness must pass over roll bar at driver's shoulder height.

5. A full screen of substantial material (no chicken wire or aluminum) must cover entire windshield area is mandatory. Windshields may be used for additional protection if they are in the driver's line of sight and are shatterproof mounted behind the screen. Modified only.

6. Steel roll over bars are mandatory. Front and rear roll bars must be connected at top (cage type). One side bar on each side at seat height is mandatory. Also proper bracing and triangulation on front and rear roll bars is required. Roll bars at 1 1/2" diameter will require a minimum of 0.095 wall DOM tubing. 1/8th in. inspection hole may be required drilled in main cage by inspector.

7. Gas line running through driver's compartment must be protected by rubber tubing. No cast iron fittings.

8. Wheels must have a minimum of five (5) lug nuts. For modifieds a minimum of three (3) lug nuts on front wheels only. No knock off hubs.

9. Exhaust headers must be safe for driver and exit past driver's seat.

10. No mirrors allowed.

11. All cars should be neatly painted and carry numbers at least 18" high on both doors - roof - and rear back and 8" numbers on front.

12. Inspector reserves the right to request body sheet metal to be replaced and painted should it get damaged badly.

13. Only approved fuel type hose may be used for fuel line. Steel braided fuel line recommended.

14. A reinforcing member of the same kind and size material as that used in the roll cage, or chassis shall be installed to the rear of the fuel tank, joining the rear-most portion of the chassis. Fuel tank must be secured by at least two steel straps: each strap must be a minimum of 1" wide. Each strap should be bolted with at least two (2) 5/16" grade five bolts. Fuel system must have approved tip-over valve/safety valve/breather.

**15. The fuel shut off valve shall be labeled ON/OFF with a bright colored paint.**

**16. All vehicles shall have an ignition switch which is easily accessible within the driver's compartment. The ignition switch should be labeled ON/OFF with a bright colored paint. Master battery disconnect switch recommended.**

17. Two (2) throttle return springs and a steel toe loop on gas pedal are recommended.

18. No air jacks for any division.

19. No drums or barrels of fuel on track premises unless in a restricted area.

20. No external distractions permitted. (Examples: rags, flags, stuffed animals, and streamers)

#### **MANDATORY SAFETY ITEMS**

1: **All cars will have a fuel shut-off within reach of the driver and clearly marked ON and OFF.** All lines will be run in a safe manner. All lines going through the driver's compartment will be in a rubber or steel conduit.

2: All cars will have an electrical disconnect switch within reach of the driver and safety crew that will kill all electrical systems on the car.

3: All cars must be equipped with a high-back aluminum-racing seat .090 thickness minimum. Must be mounted in a safe manner. No fiberglass or plastic seats, no bucket seats.

4: All cars must have a quick release steering wheel.

5: All cars must have 3" width safety harness. 5-point type must have quick release. Must have sub-marine belt. No belts more than 5 years old. Any belts regardless of age may be rejected if not in good condition.

6: All cars must have a complete windshield screen of substantial material. No half screens of any type. All cars must have a center windshield post connected to the cage. (Pure stocks/ street stocks)

#### **PROCEDURAL RULES - ON TRACK:**

1. The flagger's count of laps is official - the lap counter is only a convenience and has been known to be wrong on occasion.

2. Only safety crews and wrecker crews will be allowed on the track in the event of an accident. Crew members in violation may cause driver disqualification. NO CREW MEMBER MAY LEAVE THE PIT AREA TO GO ON TO THE TRACK AT ANY TIME DURING COMPETITION.

3. The track has the right to prohibit anyone suspended from another track from participation for the length of the offender's suspension.

4. No repairs to be made on the track at any time; you must report to the pits to make any repair no matter how minor. During restarts if a car needs oil, water or any attention and pulls off the track for any reason, this car must restart in scratch position.

5. All cars must be able to start without assistance. Any car reporting late to track will go to rear.

6. All cars must take the green flag to be eligible for payoff. (Feature event)

7. Starter has complete charge of track while racing. No protest allowed on a starter's decision.

8. On a caution or red flag, any car going to the infield or pit area must return to the rear of the field.

9. Any car stopped on the track by himself causing a caution light may be disqualified. Any car causing three cautions will be disqualified. The flagger may black flag any car causing unnecessary delays to the program or black flag for safety reasons.

10. Any driver guilty of violating any of the flag rules will be penalized at the discretion of the starter.
11. Rough riding will be left up to the discretion of the starter. If he feels that the occasion warrants, whether intentional or not, a fine not to exceed \$500.00 and/or suspension will be levied. Fined driver will not be allowed to compete until the fine is paid. All fines will be distributed at the track operator's discretion.
12. In the interest of safety, a car reentering a race from the pits after the green flag has dropped, and falls in the back of the pack as it passes the pit gate, will not be classified as a lap down.
13. When exiting the track, be sure your car is under control, a car could be stalled on the exit ramp as well as pedestrians crossing the lower end of the ramp. If necessary, take another lap on the track.
14. **Cars are required to take a cool down lap after the checkered flag falls.**
15. Track officials can at any time request the removal of any part or parts for inspection.

**WEIGHING:**

1. The first six cars are to report to the scales immediately after the event ends. It is the driver's responsibility to report to the scales when directed. If a car enters the pits he must immediately return to the track or he will be disqualified. Cars not reporting to the scales may be disqualified. The first car across the scales should be the winning car.
2. Any car tampered with before weighing will be disqualified **including additional mud added to the car in any manner.**
3. If the winning car is directed by officials to Victory Lane before weighing, he must report to the scales immediately after the ceremony. It is the driver's responsibility to do this immediately.
4. Spot check of top 10 cars will be made by the weight master (at his discretion).
5. All weights are dry with driver. If Cars found under weight will lose all winnings and points for that night including green money. The car will receive handicap points for that night as though he had won the race. Track scales are the official scales at each race meet. No protest or appeal allowed on scale official's decision.
6. Any car can voluntarily weigh when weight master is on duty (hopefully during fast and slow warm-ups). Voluntary weights will be strictly confidential and given to driver only.
7. Any car weighing, feeling that he might be in the top 5, but is not, will be classified as voluntary weighing; which is confidential and will not be used against him.

**CREW:**

1. No drinking of intoxicants by any participants allowed at any time before or during the racing program, or any evidence thereof by any driver, owner, or crewmember.
2. **At all race meets, driver and owner assume responsibility for the action of their pit crew in every respect. The driver and owner shall be the only spokesmen for the car and pit crew.**
3. In the event of a disagreement; any member taking physical action for any reason may be fined a minimum of \$100.00 and suspension for two (2) weeks minimum if owner, the suspension includes the owner's car. Suspension and fine may be extended at the discretion of officials and/or management.
4. **NO ONE SHALL ENTER JUDGES TOWER OR STARTER'S STAND DURING THE RACING PROGRAM EXCEPT OFFICIALS.** Officials have radio or phone contact with judges and can straighten out any problems. Offenders will be fined and or suspended.
5. Anyone deliberately disobeying an order of any official is subject to a fine not to exceed \$100.00 plus suspension and the car he is connected with will not be allowed to participate in future events until the fine is paid.
6. Both members and non-members shall comply with all rules. The officials reserve the right to stop sale of dues or honoring pit passes to any undesirables.
8. Any driver or owner found violating these rules or specifications shall be subject to a fine, expulsion, or both, depending on the case.

**PITS:**

1. No excessive speeding in the pit area. Chief Pit Steward will enforce this rule.
2. All drivers must be ready to compete and have their cars in line before each event enters track or will be sent to the rear.

**STARTS AND RESTARTS:**

1. If there is an accident before the first lap is official, the field will be completely restarted with the car or cars bringing about the restart going to the rear of the field.
2. All restarts will be double file until the halfway point. From then on, single file. Lapped cars will be placed to the rear during the last two laps of the race.
3. All cars line up in the pits during the race preceding theirs. It is the driver's responsibility to line up his own car. As the event pulls on the track all positions are final. Any car entering after that must run scratch. The event will not be held up for any car. If a car is missing in the line-up, positions will not crisscross unless the line-up man decides it is necessary.
4. On restarts, the pole man has the choice of inside or outside position, (he must assume that position himself). Pole man paces and starts the race from either in or out position. Pole man does not have the choice of inside or outside on original starts and original restarts.
5. Race should start on first full lap. Drivers causing extra starting lap may be penalized by the flagger.

**GENERAL:**

1. Any time the word "Stock" is used in this rulebook to describe cars, parts, or components. It is defined to mean a part or component, which is available over the counter from General Motors, MOPAR Corp, Ford Motor Company, or AMC Authorized dealer.
2. Program will not be held up for any car. Cars unnecessarily holding up any part of the program will be penalized.
3. The decisions made by all people in decision-making positions will be made to the best of their ability. Decisions will be final. Intervention by the promoters will come only if requested.
4. No radio communication allowed car to crew.

5. A time limit may be imposed on any event for the best interest of the speedway.
6. Puff test will allow 3 cubic inch above the class specified maximum cubic inch requirement for gauge accuracy and allowed for engine wear.

#### **DUMPING OIL AND TIRES**

PENNSYLVANIA ENVIRONMENTAL laws make it illegal to dump oil and tires. The speedway cannot take the responsibility of collecting used oil or tires. The law prohibits this practice.

1. Any race team found dumping oil or leaving used tires in the pit area will be fined \$250 by the track and turned over to local authorities for further prosecution.
2. The team will also be suspended from the track.

Oil and tires brought to the track by a race team must also be taken home after the racing concludes each race meet.

#### **TRACK RENTAL**

1. Penn Can Speedway offers speedway rental to those race teams in competition at the speedway.
2. The track can be rented (conditions permitting) for a period of four hours.
3. Rental is limited to no more than six teams who may share the rental cost. (Other arrangements can be made if more teams want to be involved.)
4. The rental period will be supervised by Penn Can Speedway officials.
5. Only one car will be permitted on the track at one time.
6. Speedway will provide an EMT. (If race team provides a certified EMT, deduct (\$50 from cost of rental.)
7. All people entering the ground during a rental must sign the waiver before cars can enter the track for practice.
8. Track lights will not be turned on during the rental. Those teams wishing to rent with track lights on must add \$150 for lighting.
9. Speedway officials cannot guarantee the condition of the track for mid week rentals but will do their best to provide an adequate racing surface.
10. Track rental cost for a four-hour session: \$500. This must be paid in full before the session takes place.

#### **RADIO COMMUNICATIONS:**

A one-way radio system will be mandatory for all cars competing in the Modified, Late Model, Sportsman, Super Stock, and pure stock divisions at Penn Can Speedway. All Modified, Late Model, Sportsman, Super/Pure Stock race drivers must have the ability to receive communications from the scoring tower during all heats, consis, and feature events. Cars not equipped with the one-way radio system will not be able to compete. No Exceptions and No Excuses.

Radio Procedures:

1. Penn Can Speedway will use a one way radio system to communicate with the drivers during modified events. This system will have a driver's frequency the same as other tracks using this system in the area.
2. Radio communications will be used only during caution flag periods for the safety of the driver and for line up problems.
3. During caution flag periods, cars should line up single file on the track. Any cars out of order will be told their proper restart position. The driver will have one lap to get into his correct position as indicated by the scoring tower spokesperson.
4. Any driver failing to assume the correct position after one lap will be sent to the rear of the field. (This will also be enforced for cars with inoperable radio systems.)
5. Any car stopping on the track to dispute his position from the scorers will automatically be sent to the rear...no questions asked!!!
6. Any car stopping on the track a second time during the same event will be sent to the pits.
7. The track will monitor all tower transmissions from various speedway locations to insure the system is working properly at all times.
8. It is the race team's responsibility to have radios in good working order. Radios will be considered working parts of the racecar and will be treated as such.
9. Two-way radio communications between pit crews and driver are prohibited.

#### **PROTESTS:**

1. Only a driver or owner may file a protest.
2. All protest must be in writing to the pit steward (official in charge at pit board) within ten minutes of the conclusion of the event. The written protest must state exactly what is being protested on the car in question. Only one particular part per protest. All protest must include money.
3. Any crewmember interfering with the protest process will cause the protest to be disallowed or disqualification of the protested car depending on the crewmember in question.
4. Any measurement taken by track officials shall be presumed to be correct.
5. Findings of the track officials are final.
6. Disqualified cars: A. Depending on severity of the infraction may receive no points and money for that night or last place points and money will be awarded. B. Handicapped as if absent. C. Must be reinspected before being allowed to race again and have all fines paid.
7. If a formal protest is made, the payoff may be delayed until the protest is satisfied.

8. Any finish order inquiry must be made within ten minutes of the posting of the official finish and must be made to the pit steward. A check of scoring will then take place and the official finish will either be recertified or corrected.
9. Any protest deemed retaliatory or lacking in substance may be disallowed at the discretion of track officials.
10. Visual protests must be made before the event begins.

**PROTEST FEES:**

- |                        |       |  |
|------------------------|-------|--|
| A. Illegal Part:       | \$100 |  |
| B. Illegal Weight:     | \$100 |  |
| C. P & G               | \$100 |  |
| D. Internal motor part | \$300 | (\$200 going to protested car if legal, \$200 returned to protester if illegal.) |

**MODIFIED and SPORTSMAN RULES**

**MODIFIED AND SPORTSMAN MINIMUM SPECIFICATIONS –**

**FRAME:**

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The topside bar must be a maximum of 20” below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. All roll bar bracing must be a minimum of 1-1/2” diameter by .095” wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.
2. The rear main roll bar hoop must be a minimum of 26” measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be directly welded to the 2 x 4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rules will govern the width dimension.
3. Only two roll bar diameters will be permitted. Roll bars of 1 3/4” diameter will require a minimum of .095” wall thickness. Roll bars of 1-1/2” diameter will require .120” wall thickness.
4. A minimum clearance of 1-1/2” is required between the top of the normally seated drivers helmet and the underside of the horizontal roll cage bars.
5. Shock resistant roll bar padding must fully cover all bars that that may come in contact with the driver’s head while strapped in the seat. On center type steering, all housings, lines, and fittings must be covered with shock resistant roll bar padding. The steering wheel center must also be padded. The starter housing and any other points of contact that could potentially injure the driver must also be adequately padded. It is recommended that this padding is flame retardant.
6. All cars must have a functional padded head rest which must be in line with center of driver’s head, if not built into the seat.
7. Adequate window openings on both sides of the car must be maintained for emergency exit of the driver. The minimum opening size is that which will allow a rectangular box with dimensions of 12” high by 18” wide by 30” long to be passed through the inside of the car from one window through to the other side. Any obstacles other than the driver’s head rest, which prohibit the passage of the inspection box through the cockpit, must be removed.
8. All cars must have a drive shaft cover. All cars with open drive shafts, must have a tunnel, made from a minimum of 1/8” thick steel which extends from 2” under front edge of seat to the back of the transmission covering the shaft and “U” joint, and output flange on top and both sides. It must extend completely down to floorboards. It must be held in place with a minimum of four 3/8” diameter bolts at bottom connected to a substantial cross-member. This drive shaft cover must be a solid unit with no cut-aways for lightening purposes.
9. Two steel safety rings diameter to suite x 1/4” wall thickness x 2” wide, each fastened by two 3/8” grade 5 bolts to the torque arm side plates or the frame must be installed around each universal joint.
10. Closed drive type cars, torque tubes, or bells that already have a 360 degree covering from “U” joint back to seat will be accepted as is. To protect the driver, any suspension link such as a torque arm, coil over or trailer bar inside the driver’s compartment must have a steel cable (1/4” in diameter or more) or clamp connecting it to a substantial cross-member to limit its range should it break loose. These parts must have no sharp edges and must be padded.

11. Firewalls, both front and rear are mandatory. The rear firewall must extend from the top of the fuel cell to the belly pan to isolate the driver from the fuel cell. A minimum thickness of .050" aluminum or steel is required. A minimal amount of sheet metal may be cut out for drive shaft clearance. The front firewall must fully isolate the driver from the engine compartment.
12. Belly pans are mandatory and must extend from front firewall to rear firewall and be attached at both spots. It is mandatory to have a separate floor to protect the driver's feet in the event the under pan falls off. This extra floor must be attached to the frame or cross-member or both, and extend from

#### **SEAT AND SEAT BELTS**

1. All cars must be equipped with 5 point seat belts to SFI 16.1 specifications. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting. 3.2.2 Seat belt webbing that comes into contact with any sharp or un-radiused metal edge must be protected from that edge by means of push on grip vinyl trim. The areas of concern are the webbing slots in the metal racing seats. All the seat manufacturers either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions.  
Webbing entry slots into the seat with an existing metal roll of 1/8 inch smooth radius will not require vinyl trim.
2. The areas where the webbing slot has been enlarged by filing or cutting are of particular concern. In most instances the edges have been left sharp, increasing the incidence of belt failure. As racing seat belts are subjected to severe conditions, it is required that worn/frayed belts are replaced immediately, We encouraged that undamaged belts are replaced every 24 months. The date sewn into the webbing should be used as a guide. Belts older than 36 months will not be permitted for the 2008 season. Damaged belts will absolutely not be permitted.
3. Driver's seat must be securely fastened to frame or cage in six spots, with a minimum of six 3/8" bolts, four on bottom and two on the seat back. All seats must have a minimum 1/8" steel plate under and up the back 4" and be as wide as seat. The seat must be one piece high back type only. The seat must be made of aluminum only (no fiberglass). A full containment seat or aftermarket bolt on head restraint is highly recommended.the front firewall past front of edge of the seat.

#### **DRIVER'S EQUIPMENT**

1. **All drivers must wear a SA 2005 or newer SNELL approved full-face helmet.**
2. All drivers must wear a clean one piece SFI driver's suit, quilted or with underwear, head socks, gloves, foot socks and shoes.
3. **Arm restraints are highly recommended. Neck braces are mandatory.**

#### **FUEL**

1. All crews must carry an operable fire extinguisher of 20 pound marked with the car number in 2 inch numbers/letters in the rear of their transporter, capable of extinguishing gas and oil fires!
2. On board "flame-out" systems fitted in the race car are recommended.
3. A fuel cell with a maximum capacity of 24.5 U.S. gallons is mandatory. No pressure tanks are permitted on fuel systems.
4. The fuel cell must be fully encased in a steel container with a minimum thickness of 20 gauge. An optional aluminum container may be used with a minimum thickness of .060". The cell must be fully foamed with just a minimal cut-out for filler. Cut-out may be no larger than 6" wide by 10" long by 7" deep. Fuel lines must siphon from the top only. There must be a oneway safety valve in the vent line. Fuel tank must be mounted behind driver.  
Fuel tank must be secured by at least two steel straps (each strap must be a minimum of 1" wide) and bolted with at least 5/16" diameter grade five (3 line) bolts.
5. Fuel cells should be to SFI 28.1/2 or FT3. No fuel cell bladders may be older than 5 yrs from date of manufacture.
6. A horizontal bar with minimum dimensions of 1" by .095" wall thickness must be mounted behind the fuel cell for rear impact protection.
7. No racing fuel in drums may be brought on to track premises.
8. A fuel shut-off valve must be mounted within easy reach of the driver and the safety crew. It must be labeled in a clearly visible location with words FUEL ON/OFF with a bright colored paint or decal.
9. A minimum of two throttle return springs and a steel toe loop on gas pedal are required. Throttle return springs must be mounted in two different locations.

## ANCILLARIES

1. All cars must have an ignition switch, which is easily accessible within the driver's compartment. The ignition switch must be marked ON/OFF with a bright colored paint or decal and be clearly visible and easily accessible to the safety crew.
2. Fuel lines, power steering lines, and fittings running through the driver's compartment must be of made from an approved braided type line only. No plastic or glass fuel filters permitted. High pressure lines and fittings or hot fluid lines running through the driver's compartment must be encased or shielded by a deflector to prevent driver injury.
3. All cars must at all times have four wheel hydraulic brakes in good working order. Brake tests may be held throughout the year.
4. Rear wheels must have a minimum of five lug nuts. A minimum of three lug nuts is required on front wheels only. No knock off hubs are permitted on any wheel.
5. Exhaust headers must be safe for the driver and exit past the driver's seat.
6. **All exhaust pipes must exit facing the rear of the car and be directed in such a way as to disturb as little dust as possible. Pipes may not exit through the doors or in front of the rear tires.**

## BODY

1. No mirrors or reflecting devices permitted.
2. Inspectors reserve the right to request body or sheet metal to be replaced and painted if it has any sharp edges or is not looking presentable to the sport.
3. No oil cooler may be mounted external to the bodywork. All oil cooler piping shall be routed under the bodywork, as safely away from driver as practical.
  - A) Oil coolers may be no further forward than the centerline of the rear axle. The cooler must be horizontal and flush with the cut out in the deck.
  - B) Oil coolers with a duct covering them on both sides and the rear may be mounted further forward than the center line of the rear axle.
  - C) Oil coolers may be mounted under the hood ahead of the motor.
4. Maximum rear spoiler height, regardless of ride height, may not exceed 50". This height will be randomly measured during an event. Cars not in compliance will be excluded. It is suggested that manufactures do not make tall cars that can only pass tech at low ride heights. The following racecar driver must be able to see through for clear view of track ahead.
5. All cars must have a full steel windscreen (rock guard) of substantial material with a maximum individual hole opening of 2" by 1" by 1/16" (no chicken wire or aluminum). Screen must cover entire windshield area left to right across the cage and from top of cage down to hood or cowl. Clear lexan or safety glass windshields may be used for additional protection if they are in the driver's line of sight. They must be shatterproof and mounted behind the screen enabling driver to wipe them clean. Any additional windshield must not obstruct the emergency exit of the driver.

## BATTERY

1. The battery must be properly secured and must have top and terminals completely covered by rubber.
2. Modifieds and Sportsman 12 volt only, 14.3 volt maximum. No step up transformer or any other devise to increase voltage allowed!
3. A battery shut-off switch is MANDATORY! Must be marked ON/OFF with bright colored paint or a decal. The switch must be mounted on the left side inner panel. (Above the steering post ) The knob must be outside the panel clearly visible, and easily accessed by the safety crew. It must be wired to cut off the HOT (pos.+ ) side.

## **BODY STYLE AND DIMENSIONS**

**ALL MEASUREMENTS MAY BE TAKEN WITH OR WITHOUT DRIVER AND OR WITH OR WITH OUT FUEL.**

**TOLERANCE PERMITTED ON ALL BODY DIMENSIONS IS MAXIMUM ½” (ONE-HALF INCH). THIS IS A TOLERANCE. NOT A DIMENSION TO BE ADDED TO THE BODY DIMENSIONS.**

## **BODY MATERIAL**

1. Only aluminum or steel will be permitted for all inner and outer body panels.
2. A maximum of 4” vertical plastic material extending below the metal body panel is permitted. The plastic thickness shall be between .090” and .125” and an overlap of 2” to secure to the doors/door extensions will be permitted. Doors/door extensions must still have a minimum of six inches of ground clearance including plastic material
3. The overall dimensions of the doors and door extensions must meet the specifications.
4. The roof must be fiberglass only.
5. Hood, hood scoop, windshield cowl, right rear inside tire clearance cover and front spoiler may be constructed of either fiberglass or aluminum.
6. Only CLEAR! lexan will be permitted for the rear spoiler and the rear wing windows. NO STICKERS OR WRITING WILL BE ALLOWED ON THEM!

## **ROOF**

1. The roof must be centered from side to side on roll cage and also be centered on frame (No offset bodies). Leading edge of roof must be fastened in a stationary position a minimum of 33” and a maximum of 48” in front of rear axle centerline. The roof must be securely fastened at the back and on both ends.
2. Length of the roof: maximum 60”, minimum 48”. Width of roof: maximum 52”, minimum 48”. It must display a turtleback style and shape with at least 3/4” belly front to rear and 3/4” side to side. The roof contour must fit PCS’s roof template patterns left to right and front to back (NO FLAT ROOFS).Front lip may not be more than 1/2”. Side edges may be no longer than 11/8” break.
3. The roof cannot change shape or location while racing.
4. Overall height (top of highest point): minimum 52”, maximum 61”, measured from the ground. Maximum roof angle is 5 degrees.
5. The roof must be one piece fiberglass only and be a single ply, one contour inside and out. No carbon fiber. Roll bars must be exposed. No vertical metal used to mount roofs will be permitted covering the roll bars. The roof must weigh a minimum of ten pounds.

## **FRONT DOOR POSTS**

1. Door posts must be flat aluminum sheet metal Only! They must go in a straight direct line from the roof to the doors. From a side view they must be seen as a 2” dimension. They must be no wider than 2”. They may be beadrolled or have a lip for re-enforcement, but can’t exceed a 3/8” maximum thickness at that area. The material thickness used may be a minimum of .050” to a maximum of .090” inches. Only a one-piece construction will be accepted! There will be no Tolerance on these measurements. Door-posts must attach securely to the metal roof support and doors! They may be bolted with a min. of (2) 3/16” bolts to the door bracket for the ease of fabrication!
2. No lexan vent windows or excessive sheet metal will be permitted in the vent corner where the post meets the door panel.

## **REAR WING WINDOWS (DIRT STYLE BODIES)**

1. All rear wing panels and windows must resemble a current OEM body style. Their upper profile may not protrude above a straight line drawn from the rear of the roof to a point 3” higher than the rear deck. There must be at least a 2” indent in the profile, so as not to make this panel a fast back.
2. The maximum base length may not exceed 61”. Left and right must be of the same style and dimension! See example of Body Style in back of book.
3. All window styles must be nominally 160 square inches (suggested 10” tall X16” long), clear, smooth lexan with no bends or breaks.
4. No writing or decals permitted on the wing windows.

5. Rear view of the wing window must go in a straight line from top of quarter panel or bodyline to the roof, with a maximum gradual bow of 2" in the center of wing window.

### **REAR WING WINDOW / SIDE VIEW / REAR VIEW**

#### **BODY WIDTH AND GROUND CLEARANCE**

1. Body width (measured anywhere along the body line, front or back): 68" maximum, 64" minimum.
2. Minimum chassis ground clearance 2 1/2".
3. No fan or ground-effects cars are permitted.
4. No rubber skirts, fins, or spoilers of any description are permitted under the car.
5. A 2" max air deflector is permitted in front of radiator to facilitate cooling.

#### **DOOR PANELS**

1. Side door panel: minimum 60", maximum 70" in front of centerline of the rear axle. Doors, front door extensions and rear quarter panels must be flat and mounted in a vertical position. They must remain flat with no louvers, bead rolls, holes or protrusions from top to bottom. The exception being for rub rails. Doors may have a max. of a 1" long lip at a 45 deg. outward angle 1/2" away from the sheet metal for the purpose of reinforcement. This will be allowed at the top and bottom of the panels. All outside sheet metal, door panels, door extensions, air dams, front nose & hood fins must be the same shape, size, and angle on both sides of the car.  
Doors must match each other from side for side. (Must be symmetrical)
2. Bead rolls around the outside perimeter of these panels and the wing windows will be allowed. Bead roll edges must face towards center of chassis.
3. Front door extensions will be permitted up to 20" behind the front axle centerline.
4. Front door height must be a maximum of 38" and minimum of 30" from the ground measured at 60" from rear axle centerline.
5. Ground clearance on the bottom of the doors must be a minimum of 6" and a maximum of 12" from the ground.
6. All doors and rear quarter panels may have a maximum lip of 1 1/2" rounded at 90 degrees and facing inward only, on the top and the bottom.
7. At the top of the doors and rear quarter panels, a lip angled out at a maximum of 45 deg., protruding away from the door no more than 1/2" and no more than 1" in length before it bends inward for strength will be permitted.

#### **REAR QUARTER PANELS**

1. Rear quarter panels must match each other. (Must be symmetrical)
2. Quarter panels must be a maximum of 47" and a minimum of 40" from the ground at the rear and continue in a straight line with top of door.
3. A fender flare, up to a maximum of 2" from the body may be used, but the overall body width must still be maintained at a 68" maximum.
4. Rear quarter panels can extend back to 48" maximum at top and may incline down to 44" maximum at bottom measured from center of rear axle to rear of car.
5. Ground clearance on rear quarter panels must be a minimum of 8" and a maximum of 16".

#### **REAR SPOILER**

1. The rear spoiler must be clear one piece lexan with a maximum height of 5" from the rear deck and must not have any writing or stickers on it.
2. The rear spoiler must be non-adjustable (no hinges or slides).
3. No metal Gurney tabs permitted. Lexan may have brake (top only) for rigidity.
4. Spoiler maximum height from ground is not to exceed 50".
5. A maximum of four vertical supports may be used to fasten the spoiler to the rear deck. These supports may not exceed 2" in vertical height and 10" in length.

#### **REAR DECK**

1. Must be a maximum height of 47" and minimum of 40" from the ground.
2. Rear deck lid (i.e. trunk lid) must be fully enclosed from quarter panel to quarter panel and have a minimum height of 9" and a maximum of 14" in vertical coverage behind the fuel tank.
3. Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover fuel filler hose or apparatus within the 9" to 14" of vertical coverage. This panel must completely cover the fuel cell, filler hoses, and vent lines.

4. Older cars with tall gas tanks may have a step in the deck to accommodate the tank.
5. The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell.
6. The fuel cell must also have both sides completely covered by sheet metal in addition to the container it is enclosed in. Within these dimensions there can be no openings.
7. No openings from top of fuel cell to bottom of trunk lid are permitted.

#### **HOOD, NOSE, AND FRONT SPOILER**

1. The hood, nose, and front spoiler can be no wider than 36" and no narrower than 24".
2. The nose-piece must end at the front of the shock towers.
3. The spoiler must be separate.
4. Shock covers or deflectors may not be part of or riveted to the nose or spoiler exceeding the 36" width maximum.
5. Fabric shock covers are permitted as long as they are used for the prevention of dirt getting at the shock piston and not used for any aerodynamic advantage.
6. The front spoiler must not extend any more than 20" in front of the front axle centerline.
7. The front spoiler must be non-adjustable (no hinges or sliders).
8. The hood shall be considered from the front roll cage to on top and even with the front of the radiator.
9. The nose piece shall start where hood ends and end at the shock towers!
10. Both hood and nose may have 2" maximum lip up on both sides following the contour of the body. Both lips must be symmetrical!
11. The hood, nose, and spoiler may not overlap each other's location on the frame.
12. Any part of hood may not exceed 10 degrees nor can sheet metal have an opening or extrusion between the hood and nose.
13. The hood must extend over the radiator and have complete sides.
14. Front spoiler may have 2" maximum lip up or down on both sides following the contour of the spoiler, not exceeding the maximum width of 36 inches

#### **HOOD SCOOP**

1. The hood must be fully enclosed.
2. Two options of hood scoops mounted on top of the hood for the purpose of enclosing the carburetor, or ram air will be permitted providing they meet the following specifications.
3. Both style scoops may be made of fiberglass.
4. Ram air type scoop: Maximum length, 30" measured from rear motor plate to front of hood scoop. Maximum width 18". The front vertical opening of the scoop can be a maximum of 6" at the beginning of the scoop only. The overall height of this scoop must maintain a minimum of 8" of vertical vision for the driver. This measurement will be taken from a horizontal line from the highest point of the hood scoop to the lowest point of the front roll cage and/or roof. Hood scoop must be fastened to the hood and completely enclose the carburetor and air filter.
5. The conventional no ram air scoop: a maximum of 25" is permitted from center of the carburetor forward to end of scoop! The width permitted is a maximum of 22". The height must maintain a minimum of 8" of vertical vision from the top of the scoop to the lowest point under roof or roll cage, and completely enclose the carburetor and air filter.

#### **INTERIOR SHEET METAL**

1. Any horizontal body support, other than the inner pods, whether in front or rear must be a maximum of 1" deep by 1" thick tubing or flat stock only.
2. No inside or outside wings, spoilers, air foils, or wind deflectors are permitted.
3. No double panels that create a wing effect will be permitted.
4. A 1" maximum reinforced lip will be permitted on all lexan, but all specified measurements must still be maintained.
5. All inner sheet metal used must completely cover areas from door to door, quarter panel to quarter panel. No holes or openings are permitted in this area.
6. No vertical fins, air dams, or fairings permitted on the sides or behind the roll cage.
7. Sheet metal must be a flat single plane across the inside of the car with the exception of two stiffening bead rolls or stiffening breaks for the purpose of stiffening the wing only. Bead rolls or breaks may not exceed 1/8" in height and 1/2 inch in width.
8. No covered roll bars are permitted. Sheet metal that is one-piece and part of a body panel bent around tubing (for purposes of protecting the driver or finishing off panel) is not considered an aerodynamic advantage provided it is not to excess.

9. No louvers or holes in the interior or exterior sheet metal are permitted with the exception being the cooling of the radiator, engine, and oil cooler.
10. The floor pan or underpan may not be any wider than the frame, from front to back, and may not have any lips or fins facing downward.

#### **NUMBERS**

1. The Track or series handicapper reserves the right to issue or change a car's number to prevent duplication and maintain proper records.
2. Team cars must be clearly distinguishable from one another and use a different number or letter.
3. All numbers and letters will be limited to three digits. If three digits are used, two shall be primary numbers. Numbers are required on roof, nose, rear deck and both doors.
4. All numbers and letters must be a minimum of 18" high on the roof and doors, and 8" high for the rear deck and nose. All numbers and letters must be of equal size and painted or decaled. If numbers "3", "6" or "9" are used make sure that they are distinguishable.
5. Nerf bars must not block visibility of number.

#### **DRIVER NAME (Recommended)**

1. Letters of driver's last name must be a minimum of six inches in height and be positioned under, through or above number on both sides of the car

#### **SAIL PANEL (Penn Can Sail Panel cars. See drawing) Maximum dimensions follow**

1. Total Height: To be measured from the ground to the highest point. 65"
2. Total length: To be measured from the center of the rear axle.
  - a. 48" from the center line to rear of car
  - b. 12" from the center line forward
3. Maximum vertical lips:
 

From door up- 2"
From roof down- 2"
4. Degree of angle from vertical lips (upper and lower) to rear plain of drivers seat: 22 degrees
5. Sail panels must mirror size and shape side for side

#### **MODIFIED and SPORTSMAN CHASSIS SPECIFICATIONS: FRAME**

1. Only 2 x 4 box frames are permitted between axle centers, front and rear. The 4" side must be vertical. Frame rails must be steel only. All 2 x 4 rails must be .120" wall thickness only. At the discretion of the officials, it may be necessary to drill a 3/16" hole in frame rail for inspection of thickness. No other holes will be permitted. All tubing permitted for the frame rails must be either 1 1/2" dia. x .095" wall or 1 3/4" x .095" wall.
2. Frame width is as follows: Front (at shock towers): 24" minimum, 35" maximum. Rear: 26" minimum, 35" maximum. The minimum frame width at the rear roll bar must be 26". All measurements are to be taken from the outside of the frame rails. These measurements shall be taken at both top and bottom of frame at its longest length. Clips, sub-frames, etc. are considered part of the frame.
3. Minimum length of the 2 x 4 frame rails must start at 14" in front of rear axle centerline and extend to the front of the radiator. All kick up material must be same specifications as the roll cage or frame material. Left and right frame rails (both top and bottom rails) must be equi-distant from the driveline centerline in a vertical plane along the total length of frame. The only exceptions will be the lower left rear frame rail, which will be permitted at 4" maximum indent for suspension clearance, and the two upper frame rails in the engine compartment to allow for the clearance of large cylinder heads.
4. Titanium or carbon fiber materials are not permitted on the chassis.

#### **ROLL CAGE**

1. The roll cage must be integral with the frame. All frames built in 2005 and thereafter must have a manufacturer's unique serial number plate prominently attached by welding on the left side front roll cage upright. The letters and or numbers shall not exceed 8 in number and be 1/2" in height.
2. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The top side bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. All roll bar bracing must be a minimum of 1 1/2" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.
3. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be welded to the 2 x 4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rails will govern the width dimension.

4. Only two roll bar diameters are permitted. Roll bars of 1 3/4" diameter require a minimum of .095" wall thickness. Roll bars of 1 1/2" diameter require .120" wall thickness.

#### **SEAT**

1. Seat and steering wheel must be centered in the frame.
2. The seat must be a maximum of 16" from the center of the rear end to back of seat bottom..
3. A high back seat made completely from aluminum is mandatory. No fiberglass or carbon fiber materials are permitted.
4. Hans device or its equal recommended by PCS.

#### **RADIATOR**

1. Only one (1) radiator permitted and it must be centered squarely, not angled, in front of motor in a vertical position.
2. No plastic or carbon fiber permitted.
3. No auxiliary cooling tanks or catch cans are permitted in driver's compartment.

#### **ENGINE**

1. The engine must be centered in the front of the chassis and placed in an upright position.
2. Engine set back: minimum 56", maximum 66" with 1/2" absolute maximum tolerance. Set back will be measured from the center of the front axle to the rear machined bell housing surface of the engine.

#### **TRANSMISSION**

1. Approved North American or Canadian manufactured manual shift transmission only. No automatics are permitted.
2. No overdrive or underdrive transmissions are permitted.
3. No running through reduction gears, transmission must be direct drive to rear end at racing speed.
4. Transmission must have forward, neutral, and reverse gear in good working condition. From a neutral position with the motor running, a car must be able to go forward and backward in a smooth manner.
5. Transmission must bolt to the bellhousing.
5. The car must start and move under by its own power.

#### **DRIVELINE**

1. No chassis, driveline or suspension components made of carbon fiber are permitted.
2. Two universal joints per drive line maximum.
3. A drive line shield and 2 steel safety rings are mandatory (see safety rules for detailed requirements).

#### **REAR END**

1. Competition rears only.
2. No hypoid type rears are permitted. (No 9" Ford type rears allowed)
3. No limited slip type rear ends or hubs are permitted.
4. No lockers or two speed rears are permitted.
5. Rear end must have solid aluminum or steel spool only.
6. Rear spindles may be steel or aluminum only. If aluminum, rear must be a one-piece tube and spindle with a minimum outside diameter of 2 7/8" and maximum inside diameter of 2 1/2".
7. Live rear ends with aluminum or steel axles are permitted.
8. The rear end or chassis must not be offset any more than 4" from center of the inside tire width! This will be measured from the inside of the left rear tire to the inside of the right rear tire, at axle height.

#### **FRONT END**

1. The front axle must be straight, one-piece steel tubing only with no camber adjustments.
2. No split axle or dropped axle permitted.
3. All brackets on the front axle must be bolted or welded (no bird cages or slides).
4. Modified type front spindles only.
5. It is recommended that bearing shafts be made of steel.
6. Chassis may not be offset any more than 4" from center of inside tire width, measured from the inside of the left front tire to the inside of the right front tire at axle height.
7. Front wheels must be fully exposed. No fenders are permitted.

#### **WHEELBASE AND TREAD**

1. Wheelbase: minimum 106", maximum 110". This measurement will be taken from the center of the rear axle to the center of the front axle, for both left and right sides with a maximum tolerance of 1/2".
2. Tread width Modified and 358-Modified: front - maximum 86", minimum 74".  
Rear tread, maximum 86", minimum 80". Tread width Sportsman:

#### **CHASSIS GROUND CLEARANCE**

1. There must be a minimum of 2 1/2" ground clearance from the chassis at it lowest point.

2. No metal, lexan, or rubber air dams, fins, spoilers or skirts are permitted under the car.
3. No ground effects cars are permitted.

### **SUSPENSION**

1. No independent suspensions front or rear.
2. No "A" frames or ball joints may be utilized for steering axis (kingpin only).
3. No four wheel steering permitted that is actuated by steering wheel.
4. All suspension systems must be mechanical with no form of hydraulic, air, electrical, radio, or computer assistance for adjustments, in or out of cockpit allowed!
5. No form of traction control is permitted. Braking system included!
6. With the exception of brake bias and the rear panhard, no other form of cockpit adjustment is permitted.

**Sportsman: May not have rear panhard cockpit adjustment.**

### **SPRINGS**

1. Any form will be permitted (torsion bars, coil-overs, leaf springs, etc.).
2. No carbon fiber or titanium springs are permitted.

### **SHOCKS**

1. Only one shock per wheel.
2. Shocks may not be externally adjustable.
3. External reservoirs are not permitted.
4. Manufacturers must submit shocks for approval 2 weeks prior to being raced.
5. All shocks used MUST be freely available to all competitors. Failure to easily purchase a type of shock could result in those shocks not being permitted.

### **BRAKES**

1. All cars must have four wheel hydraulic brakes in good working condition.
2. No carbon fiber, carbon, titanium, ceramic or aluminum pads or rotors are permitted.
3. On live rear axles, one inboard and one outboard brake assembly is permitted.
4. Brake tests may be conducted throughout the year.
5. Brake bias may be cockpit adjustable.

### **FRONT BUMPER**

1. Must be made from round steel tubing only, with a minimum diameter of 1 1/4" by .095 wall thickness for main bumper and all bracing.
2. It must consist of two rails, an upper and lower and at least 1 or 2 vertical braces equally spaced. These rails must have four sockets or supports attached to the frame.
3. The four tubes that support the bumper from the four frame sockets must be horizontal. These rails must also be a minimum of 6" apart and a maximum of 12" measured from top to bottom and maintain that measurement for a minimum width of 24" or a maximum width of 30". It must also have an 18" center measured from the ground up to the middle of the bumper.
4. The front bumper may not extend more than 24" in front of front axle center centerline.
5. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper.
6. The bumper must have all rounded ends and no sharp edges.
7. The end bracing tubes of the bumper must be angled in such a way as to prevent the bumper interlocking with another cars bumper.

### **REAR BUMPER**

1. The rear bumper must be made of round steel tubing, with a minimum diameter of 1 1/2" by .095" wall thickness for main bumper and all bracing.
2. It must consist of two rails, an upper and lower, which must have four sockets and horizontal support bars attaching it to the frame. These rails must also be a minimum of 10" apart and a maximum of 16" measured from top to bottom and maintain that measurement for a minimum width of 64" or a maximum width of 86".
3. The rear bumper or any side bars cannot extend past the outside of tire sidewalls on both sides. It also must have an 18" center measured from the ground up to middle of bumper.
4. The rear bumper may not exceed 52" back of the rear axle centerline.
5. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper.
6. Bumper must have all rounded ends and no sharp edges.

### **RUB RAILS**

1. The rub rails must be made of round steel tubing, with a minimum diameter of 1 1/2" by .095" wall thickness.
2. All bracing must also be a minimum of 1 1/2" outside diameter by .095" wall thickness.

3. Maximum wall thickness must be .095" with no solid bars or ballast added inside.
4. Rub rails must be outside of body panels but may not exceed the outside edge of the tires. The exception is the left rub rail only, which may extend an absolute maximum of 2" outside the left rear tire sidewall.
5. Rub rail ends must be rounded with no sharp edges and bent at a gradual 90 degrees and must protrude a minimum of 6" back in past the body.
6. Rub rails must be a minimum of 50" long, socket to socket.

### **BUMPERS AND RUB RAILS**

1. 5/16" attachment bolts with nylon nuts or PCS approved quick release solid pins are the only permitted fasteners. **NO COTTER PINS!**
2. All 3 rub rail sockets must be pinned or bolted.
3. Front and rear rub rails must have a 360 deg. sleeve 3/8" wide x .095" wall min. welded to the rub rail tube butted up against the support socket to prevent pins from shearing.

### **FUEL TANK**

1. One SFI 28.1/2 or FT3 fuel cell with a maximum of 24.5 US. gallons is mandatory (used for gasoline only).
2. Fuel tank height: 12" minimum from the ground to the bottom of the tank.
3. Tank must be centered inside of the frame rails and be rectangular or square in shape on all sides for measuring capacity. The capacity will be measured as a maximum of 5660 cubic inches using the formula with all sizes of the metal container measured externally in inches: Length minus 1/2" x width minus 1/2" x depth minus 1/2" = no greater than 5660CI.
4. Tank panels may not be bowed out or bellied to increase capacity. No tolerance.
5. Tanks may not be altered in any way to increase capacity. No large or long fuel lines, oversize filter housings or fuel coolers or other to increase fuel capacity.
6. Cars teched before the event will have the opportunity to correct any fuel capacity infraction, time permitting. Cars found with illegal fuel capacity after an event will be disqualified and placed last in that event. All legal cars will move up in position for any applicable points and prize money.
7. Fuel tank must be fully encased in a steel container with a minimum thickness of 20 gauge. An optional aluminum container may be used with a minimum thickness of .060".
8. Fuel tank must be fully foamed with just a minimal cut-out for filler. Cut-out may be no more than 6" wide x 10" long x 7" deep.
9. Fuel lines must siphon from top only.
10. No fuel lines bigger than #10 are permitted.
11. No auxiliary tanks are permitted.
12. No fuel filters with more than 1/2 quart capacity are permitted.
13. Fuel tank vent line must have an inline one-way valve for the prevention of fuel spillage.
14. Only one carburetor fuel log will be permitted and is limited to a maximum outside diameter of 1".
15. **VP is the exclusive race fuel of PCS and is the only race fuel permitted for use in PCS cars. VP Race Fuels decals are required to be displayed on each side of all race cars. No other fuel company logos are permitted to be displayed anywhere on the race car or driver's uniform.**

### **MUFFLERS AND EXHAUST SYSTEM**

1. Each car must have one unaltered muffler per bank.
2. Mounting position front to back will be optional however the exhaust must exit past the driver.
3. Each muffler must have a tail pipe no less than 10" long measured off the back of the muffler and must direct the exhaust to the rear of the car only so as to disturb as little dust as possible.
4. No exhaust pipe may face outside the car.
5. Modified - any manufacturer of exhaust header is permitted, but header material is limited to steel or stainless steel from the 300 series.
6. **Approved mufflers mandatory**
7. Header collector extension pipe and tail pipe must not be inserted past the muffler inlet or outlet flange.

### **BALLAST WEIGHT**

1. Any ballast weight used must be mounted within the vertical planes formed by the frame rails, must be securely fastened, and must remain stationary while racing.
2. Weight may be added prior to the event or time trial.
3. No weight pack may exceed 75 pounds.
4. All weight packs must have a minimum of two 1/2" securing bolts/studs of grade 5 or higher. These bolts/studs must be securely anchored to the frame by a suitable clamp.

5. No bolts / studs welded to the frame will be permitted.
6. Clamp around weights are permitted.
7. All weights must be painted white and carry the car number in a legible fashion. White duct tape marked with a wide black sharpie is acceptable for a one race grace period only.
8. No ballast weight may be mounted to roll cage above rear deck.

#### **BATTERY**

1. Modified and Sportsman: One American Passenger Car sized battery up to 12 volts is permitted. The battery voltage must not measure more than 14.3 volts.
2. Battery must be mounted inside the frame rails.
3. NO step up transformer or any other device that increases the voltage is allowed.

#### **WHEELS**

1. Modified: Only aluminum wheels are permitted. No magnesium, steel, or carbon fiber is permitted. Bleed-off valves are permitted.
2. Rim width restricted to 14" maximum. This is measured from inside of left bead to inside of right bead on the wheel. Wheel diameter limited to 15" only.
3. Beadlocks are permitted. Any wheel or beadlock that is used must maintain a minimum diameter of 11" hole inside beadlock and wheel. Beadlocks may be outside only,
4. Foam inserts or corrugated plastic (with approved installation) may be permitted when track conditions warrant. No unsafe wheel covers are permitted. Wheel covers that are fastened by way of dzus (or similar type fasteners) are permitted.

#### **TIRES**

1. American Racers, only SD 38 allowed on Right Rear and only SD 33 on the other locations, an option of F.M.P. compounds allowed on rear, must be run as a pair, SD 48 allowed on Right Rear with SD 44 on Left rear.
2. Left rear tire: American Racers (Must be stamped) SD33 (27.5x11), (option SD 44, only with option on RR).
3. Right rear tire: American Racers (Must be stamped) SD 38, (29x11), (option SD 48, only with option on LR).
4. Left & Right front tires: American Racers (Must be stamped) /SD 33.
5. Buffing, cutting, grooving, or siping will be allowed. No tires chemically altered. Tires will be checked with durometer and sniffer on scales after feature events. Tire markings from the manufacturer can not be altered.
6. Locked in tire prices for the season will be posted at the track.

#### **MINIMUM WEIGHTS: Penn Can Speedway Modified Division**

Minimum Weights, including driver- no fuel added:

1. **Under 361 cu. in. on gas or alcohol with maximum 750 cfm carburetor: 2400 lbs (tsp)**
2. **Big block or small block over 361 cu. in., Gasoline only - 2500 lbs (tsp)**
3. Fuel cell mandatory - 24 gal. maximum.
4. **Track scales are official and no protests are allowed.**

## **MODIFIED DIVISION ENGINE SPECIFICATIONS**

### **BIG BLOCK-BIG SMALL BLOCK (OVER 358 CI) ENGINE SPECIFICATIONS**

(Penn Can Speedway allows various engine combinations. This is a guideline for the more popular. The 10-1 Grandview style motors are not included other than weights.)

#### **ENGINE**

1. Only stock OEM American long block (in length) manufactured V-8 engines (GM, Ford, or Chrysler) are permitted.
2. Aftermarket Dart and Merlin cast iron blocks are permitted.
3. No aluminum blocks are permitted.
4. Only normally aspirated engines are permitted.
5. Maximum displacement of 467 cu. in. 396 cu. in will be the minimum displacement permitted! A 10 cubic inch max. limit will be allowed for wear.
6. No reverse rotation engines.

#### **CARBURETION**

1. Engine limited to one four barrel carburetor from an established American carburetor manufacturer. A manufacturer, as defined by PCS, as a builder that produces a minimum of 600 units per year.
2. Carburetor not to exceed 4 venturies, 650 or 750 maxium on small blocks over 361 ci and must pass no go gauge.
3. No fuel injection, no nitrous oxide injection, no turbo chargers, or superchargers are permitted.
4. **Holley hp carbs allowed.**
5. No fuel or air may enter by any means other than stock operation of the carburetor.
6. No in-line venturi carburetors.

#### **INTAKE MANIFOLD**

1. Optional as to design or manufacturer, but the manifold must allow for the mounting of only one 4 barrel carburetor.
2. Must be cast iron or cast aluminum only.
3. Porting is permitted.

#### **CYLINDER HEADS**

1. Optional as to design or manufacturer but must be made of cast aluminum or cast iron only.
2. Any form of porting is permitted.
3. Valve sizes are optional.
4. Titanium valves and retainers are permitted.
5. No hollow stem valves or liquid cooled valves are permitted.
6. Only 2 valves per cylinder are permitted.
7. Only one spark plug per cylinder.

#### **CAMSHAFT**

1. Optional as to design or manufacturer but camshaft must be in block in stock location.
2. Chain or belt drives are permitted.
3. No overhead cams are permitted.

#### **PISTONS / RODS / CRANKSHAFTS**

1. Only aluminum pistons, with no coatings of any kind are permitted.
2. Any steel or cast iron crankshaft is permitted.
3. Any design, length, or make of steel rods are permitted.
4. No titanium crankshafts or rods are permitted.

#### **IGNITION**

1. Any kind of ignition is permitted, as long as it is mechanically driven in the stock position.
2. No crank trigger ignition systems are permitted.
3. Only one ignition coil and one ignition box (amplifier) are permitted on the car.
4. Only one spark plug per cylinder is permitted.
5. Traction control devices are not permitted. Traction control devises that use the brakes are also illegal.
6. Ignition boxes must remain as manufactured with no internal or external alterations. NOTE: Ignition boxes may be swapped or confiscated by PCS at any time.
7. Wiring must remain as designed by box manufacturer.

#### **LUBRICATION SYSTEM**

1. Conventional or dry sump may be used.
2. An internal or external pump is permitted.
3. Oil coolers are optional.
4. Only one oil tank and one oil cooler is permitted! Oil pan must be made from steel or aluminum only.

5. Air pumps / vacuum pumps that suck air from the oil pan are not permitted. Oil pan must have a 1" plug on the left side to allow for verification of steel crankshaft and rods.
6. Oil pans will be pulled down only when protested or in the absence of the 1" plug.
7. The oil tank and the oil cooler may be mounted outside the frame rails.
8. Oil tank maximum capacity not to exceed 12 US quarts.
9. Tank and cooler must be fully enclosed by the body and must be securely mounted. See cooler location in minimum specification rules. Excessive bracing used for mounting these items to obtain more left side weight is subject to the discretion of the track inspector.

#### **FUEL**

1. Only VP racing fuel is permitted.
2. No nitrous or any other additives are permitted.
3. All fuels are subject to random testing at each track.
4. No electric fuel pumps are permitted.
5. Proof that racing fuel has been purchased at the track may be required by PCS/Race Officials.

#### **358 MODIFIED ENGINE SPECIFICATIONS**

##### **ENGINE**

1. This class is reserved for North American passenger car V-8 engines with cast iron blocks and iron cylinder heads. An option for Brodix aluminum cylinder heads is available.
2. All engines must maintain stock bore and stroke combinations
  - Engine Maximum Overbore C.I.
  - Chev 350 C.I 4.00" bore x 3.480" stroke. +.070 = 363
  - Chry. 360 C.I 4.00" bore x 3.578" stroke. +.020 = 364
  - Chry. 340 C.I 4.04" bore x 3.313" stroke. +.060 = 350
  - Ford 351 C.I 4.00" bore x 3.500" stroke. +.060 = 363
3. Engines may not pump more than specified cubic inch.
4. Normally aspirated engines only are permitted. No reverse rotation engines.

##### **BLOCKS**

1. Stock OEM and cast iron performance blocks such as Chrysler (R) Block, Chevy Bow-Tie, Ford-SVO, and DART are permitted. NO Aluminum blocks.
2. **CYLINDER HEADS. NO SB2 HEADS**

##### **CRANKSHAFT**

1. Any steel or cast iron crank is permitted providing it maintains stock stroke as manufactured for the engine block used.

##### **RODS**

1. OEM stock production or aftermarket solid steel rods are permitted
2. No titanium or aluminum! Maximum rod length will be 6".
3. Engines with longer than 6" rods must meet stock OEM specs.

##### **PISTONS**

1. Any make 3 ring flat top aluminum pistons only.

##### **VIBRATION DAMPENERS**

1. May be any stock OEM or aftermarket steel or cast-iron only.
2. No fluid or friction dampeners permitted.
3. Must be one piece construction only.
4. No bolts or snap-ring assemblies.
5. Safety snap rings are permitted.
6. Rubber-lined is permitted.

##### **CAMSHAFT**

1. Optional as to design or manufacturer but camshaft must be in block in stock location.
2. No gear or belt drives are permitted.
3. No overhead cams are permitted.
4. Roller and or shaft rockers are permitted.
5. Stud girdles are permitted.
6. Lifters must retain stock diameters, angles and positions. Re- bushing for wear is permitted.
7. No lash caps permitted

## **INTAKE MANIFOLD**

1. Any American production cast aluminum single plane manifold that allows for the mounting of one 4 bbl. carburetor.
2. Part and casting numbers must remain visible and may not be removed by grinding or other.
3. Manifold may be ported as seen fit, but no material may be added.

## **CARBURETION**

1. **One 650 or 750 cfm carburetor . Holley HP series allowed.**
2. **The carburetor must maintain stock venturi and throttle bore dimensions.**
3. The carburetor must remain stock in all respects including location.
4. Booster height must remain stock (no cutting or polishing).
5. No visible modifications without disassembly.
6. Go/no-go gauge measurements valid on hot or cold carburetor.
7. Carburetor maximum height measured from bottom of carburetor base to machined horizontal gasket surface of block will be 7" in both front and rear of block.
8. Carburetor modifications permitted are listed below. Any other modification not mentioned is not legal.
  - Holes drilled in the throttle plates for proper idling.
  - Drilling, tapping and plugging of unused vacuum ports.
  - Welding of throttle shaft to linkage arm.
  - Drilling of idle or high speed air correction jets.
  - Milling of center carburetor body metering block surface maximum of .015" on each side.
  - Removal of choke plate and shaft.
  - The jets may be changed as needed.

## **IGNITION**

1. **Ignition boxes must be mounted under hood, not in cockpit. They must be easily removed for inspection!**

NOTE: PCS Management reserves the right to exchange or confiscate ignition boxes at any time.

2. Traction control devices are not permitted. Traction control devices that use the brakes are also illegal. Violators will be suspended from PCS competition for up to one year. Length of suspension to be determined by PCS management
3. Ignition boxes must remain as manufactured with no internal or external alterations. No crank trigger ignition systems permitted! Ignition must be mechanically driven in the stock position.
4. One ignition coil and one ignition box (amplifier) permitted on the car. Only one spark plug per cylinder is permitted.
5. Wiring must remain as designed by box manufacturer.

## **LUBRICATION SYSTEM**

1. **Dry sump system permitted.**
2. Oil may be in a steel pan only.
3. **Oil pan must have 3/4" inspection hole for connecting rod verification on left side of pan. You will be asked to remove oil pan if no inspection hole is present!**
4. No external oil pumps permitted. NO vacuum pumps!
5. No Accu-sumps are permitted.
6. Oil coolers are permitted.

## **FUEL**

1. Only VP racing fuel is permitted for the 358 ported head cars. Commercially available pump gas may be used with the Brodix spec head.
2. No nitrous or any other additives are permitted.
3. All fuels subject to random testing at the track..
4. Fuel pumps must remain in and be driven as stock OEM equipment.
5. No electric pumps are permitted.

# Crate Sportsman Rules

## ENGINES:

- Only a General Motors Spec. PN88958602 I.D. plate must be accessible.
- Stock Rocker arms that came with motor only.
- OEM style fan and water pump crank driven.
- No electric fans and clutch fans.
- No evacuation pumps of any kind. Mechanical, electrical or otherwise not allowed. Engines must pull a minimum of 19 inches of vacuum at idle.
- Replacement valve spring part # GM10212811

## HEADERS:

- No Tri-Y headers.

## DISTRIBUTOR:

- HEI distributor that comes with motor.
- Must have MSD Rev Limiter #MSD87286 with 6200 RPM chip. Rev box chip must face up and be taped into the rev box. This must be hooked up and working at all times. If found to be higher than 6200 RPM chip, you will lose purse and points for that event, and a fine of \$500.00 must be paid before racing again.
- MSD must be out of the reach of the driver. All wiring to REV Limiter box not permitted to be in a harness.
- All wires must be clearly visible.
- Rev box must be under hood and be easily removed for tech purposes.
- No Cockpit mounts. Must be out of reach of driver.
- Rev boxes may be confiscated or swapped by Penn Can Speedway officials.

## CARBURETOR:

- One 650 cfm Holley allowed. The only allowed part numbers are Holley 4777 and Holley 80777.
- CARBURETOR must maintain stock venturie and throttle bore dimensions: primary venture 1 ¼”.
- CARBURETOR must remain stock in all respects.
- Booster height must remain stock (no cutting or polishing).
- No visible modifications without disassembly.
- Go/no go gauge measurements valid on hot or cold carburetor.
- Carburetor maximum height measured from bottom or carburetor base to machines horizontal gasket surface of block with 7” in both front and rear of block.

**Carburetor modifications allowed are listed. Any other modifications not mentioned are not legal**

- Holes drilled in the throttle plates for proper idling
- Drilling, tapping and plugging of unused vacuum ports.
- Welding of throttle shaft to linkage arm.
- Drilling of idle or high-speed air correction jets.
- Milling of center carburetor body metering block surface a maximum of .015” on each side.
- Removal of choke plate and shaft
- The jets may be changed as needed.

## WEIGHTS REQUIREMENTS:

- Steel wheels: 2375 pounds with driver, without adding fuel.

- Aluminum wheels: 2450 pounds with driver, without adding fuel.
- Track scales are official – no protests or appeals allowed on their findings. NOTE: any car found under weight by officials will be completely disqualified for the night.

#### **FUEL REQUIREMENTS:**

- In order to participate in the season ending point fund fuel must be purchased from the track vendor.
- No nitro or any other additives.
- All cars are subject to random testing.
- Any car found with illegal fuel is subject to a fine of disqualification and loss of points.
- Stock fuel pump only.
- No oxygenated fuel
- In order to be eligible for point fund money, competitors must purchase fuel from the designate fuel supplier of Penn Can Speedway

#### **MUFFLER REQUIREMENTS:**

- Mufflers are recommended

#### **CHASSIS REQUIREMENTS:**

- Chassis – Must be at least two years old

#### **BODY REQUIREMENTS:**

- “DIRT” style sportsman specifications
- No sail panels, wings, etc. allowed.
- Only aluminum or steel will be allowed for all inner and outer body panels.

#### **TRACK TIRE REQUIREMENTS:**

- American Racers, only SD 38 allowed on Right Rear and only SD 33 on the other locations, an option of Five Mile Point compounds allowed on rear, must be run as a pair, SD 48 allowed on Right Rear with SD 44 on Left rear.
- Left rear tire: American Racers (Must be stamped) SD33 (27.5x11), (option SD 44, only with option on RR).
- Right rear tire: American Racers (Must be stamped) SD 38, (29x11), (option SD 48, only with option on LR).
- Left & Right front tires: American Racers (Must be stamped) /SD 33.
- Buffing, cutting, grooving, or siping will be allowed. No tires chemically altered. Tires will be checked with durometer and sniffer on scales after feature events. Tire markings from the manufacturer can't be altered.
- **TRANSMISSION**
- Approved North American or Canadian manufactured manual shift transmission only. No automatics are permitted.
- No overdrive or underdrive transmissions are permitted.
- No running through reduction gears, transmission must be direct drive to rear end at racing speed.
- Transmission must have forward, neutral, and reverse gear in good working condition. From a neutral position with the motor running, a car must be able to go forward and backward in a smooth manner.
- Transmission must bolt to the bellhousing.
- The car must start and move under by its own power.

**REAR END REQUIREMENTS:**

- Conventional quick-change type rear end.
- No live rear-ends
- No lockers or 2-Speed rears allowed.
- No limited slip type rear ends or hubs allowed.
- No titanium in drive line rotating assembly.
- No aluminum drive shaft, drive shaft yokes, or crank drive flange.
- No cut or lightened ring gears.
- No cut or lightened quick change gears.
- No mini-Quick Change Rears/V-8 rears allowed.

**STARTER REQUIREMENTS:**

- All cars must have a battery. No 16 volt batteries allowed. Maximum voltage 14 volts.
- All cars must have a self-starter in good working condition.

**SHOCKS:**

- No large body or remote reservoir style shocks
- Shocks must be approved by PCS \$200 MSLP
- No external adjustments other than gas through schrader valve.
- PCS reserves the right to approve or disapprove any shocks for competition at the speedway.
- The shock rule established for the 2010 season is for one year only. It is not necessarily the rule followed by other tracks running the crate sportsman. It is meant to give competitor a year to use previously purchased shocks.

**WHEELS:**

- Aluminum or Steel wheels only.
- No carbon fiber or plastic wheels.

**MISCELLANEOUS:**

- No In Car adjustments (brake bias okay)

**CRATE ENGINE DISCLAIMER:**

It is strictly prohibited to tamper with or remove the factory seals on a crate engine. These engines are not repairable, rebuildable, or resealable. In the event that a crate engine should need a repair which requires the removal of one or more of the seal bolts, that engine is now considered unusable and must be removed from competition. A new legal crate engine must be obtained for any further competition at Penn Can Speedway.

Anyone caught tampering with or removing a seal bolt from a crate engine in order to access the internal workings of the engine shall be immediately disqualified, fined \$500, and stripped of all accumulated points up to the time of the infraction. The engine will not be allowed to compete again at Penn Can Speedway.

**ANYTHING NOT COVERED IN THESE RULES WILL BE TO THE DISCRETION OF THE TRACK OFFICIALS. TRACK OFFICIALS DECISIONS ARE FINAL.**

## **LATE MODEL STOCK CAR DIVISION SPECIFICATIONS**

**RADIO COMMUNICATIONS:** A one-way radio system will be mandatory for all cars competing in the Late Model Divisions at Penn Can Speedway. All Late Model Race Drivers must have the ability to receive communications from the scoring tower during all heats, consis, and feature events. Cars not equipped with the one-way radio system will not be able to compete. No Exceptions and No Excuses.

### **ELIGIBLE MODELS**

- (a) This division is limited to 1980 through 2010 American manufactured stock car bodies.
- (b) Cars **MUST** have type of car displayed on body with 3" minimum letters. Examples: Camaro, Monte Carlo, Mustang, Probe, T-Bird, Grand Prix, etc.

### **BODIES:**

- (a) Nose and roof (including quarter window panels) must match body style.
- (b) All cars **MUST** have a minimum of 1 ½" roll at top of fenders, doors and quarter panels. A sharp edge **WILL NOT** be allowed. Body roll **MUST** go from sides over upper body, and **NOT** upper body over sides.
- (c) Floor boards and firewall must cover the driver's area and be constructed to provide maximum safety.
- (d) Driver's seat must remain in the same general area as the general design.
- (e) Windshield screen or bars are **MANDATORY**.
- (f) Neatly numbered at least 18" high are required on each side of the car and roof.
- (g) Neatly numbered at least 6" high is required on the nosepiece in the approximate position of the headlight, and numbered at least 4" high is required on the fuel cell in a visible position.
- (h) No fins or raised lips of any kind permitted **ANYWHERE**, the entire length of car.
- (i) Body line must be a smooth and even line from front to rear.
- (h) **NO** slope nose/Late Model wedge cars, **PERIOD!!!**
- (k) Any Ford bodied car **MUST** use Ford engine. Example: Ford-Ford, Chevy-Chevy, Mopar-Mopar, etc.
- (l) **NO** belly pans or any type of enclosure on bottom of car is permitted Skid plate to protect oil pan is okay.

### **STOCK NOSE PIECES:**

- (a) **MUST** be made of stock appearing molded type material.
- (b) Two piece nose **MUST** be fastened together in center. **NO** spacers to gain width allowed.
- (c) **MUST** be mounted not to alter original shape.
- (d) **NO** material can be removed from cutting from bottom, top or sides of nosepiece.
- (e) **NO** adding to bottom at frontal area to achieve lower ground clearance.
- (f) Stock nosepiece can extend a **MAXIMUM** of 46" from center of front hub to farthest point extending forward.
- (g) Front fender flairs **MUST** be made of plastic, **CANNOT** alter original shape of nosepiece, **CANNOT** extend beyond front tire width with wheels pointed straight, must have collapsible support. (**NO STEEL SUPPORTS**).

### **ROOFS AND ROOF SUPPORTS:**

- (a) **MUST** be stock appearing and mounted level.
- (b) **MUST** be stock dimensions.
- (c) 45" **MINIMUM** height from ground.
- (d) **MUST** be mounted parallel to body and near center of car.
- (e) A **MAXIMUM** 1" roll (turned downward is allowed along the front edge of the roof. A **MAXIMUM** 1" roll turned downward) is allowed along the rear edge of the roof. (Roll allowed to help strengthen roof.)
- (f) **NO** flat or odd shaped roofs.
- (g) **ALL** roof side panels **MUST** extend to edge of body, be flat, **MUST** be stock OEM size and **MUST** be of same make and model as nosepiece.
- (h) Any sun shields (4" **MAXIMUM**) **MUST** be able to hinge for easy exiting of car.
- (i) Front roof supports **CAN** be no **MORE** or **LESS** than 2" wide by 24" long.
- (j) If body style has rear windows, roof sail posts **MUST** be in stock location. Window location **MUST** be kept, open window, Lexan window or sticker on filler panel allowed. **NOTE:** Grand Prix - Ford, etc.

### **FRONT FENDERS AND HOOD:**

- (a) **MUST** be level and flat from left to right side of car.
- (b) Fenders **CANNOT** gain height from rear to front of car.
- (c) **NO** part of fenders or hood can be below out side bodyline.

### **DOORS:**

- (a) At **NO** point can door sides break in towards center of car.

### **QUARTER PANELS:**

- (a) **NO** offset quarter panels. **MUST** be equally tapered towards the center of the car. If quarter panels are not equally tapered towards center of car, a 50 lb. weight penalty will be assessed.
- (b) Tire clearance from body **MUST** be at least 2". **NO WHEEL SKIRTS!!!**
- (c) At **NO** point can quarter panel sides break in towards center of car.

**FRAMES:**

- (a) NO aluminum frames or front clips may be used in construction.
- (b) 104" wheelbase must maintain 103" minimum.
- (c) The wheel base of all cars MUST be constructed of 2" x 2" MINIMUM rectangle or square tubing with a MINIMUM of 8" circumference and a MINIMUM of .083" wall thickness or a minimum 1 3/4" round tubing and minimum wall thickness of .095 in. DOM or equivalent.

**ROLL CAGES:**

- (a) Cars MUST have a suitable steel roll cage in drivers compartment including headrest.
- (b) Side roll bars are MANDATORY and MUST extend into the door panels.
- (c) A MINIMUM of three bars MUST be used on the left side. Each bar must be at least 1 1/2" in diameter with thickness of 0.095".
- (d) Roll cage MUST be welded to the frame.
- (e) Roll cage MUST be above drivers helmet.

**INTERIORS:**

- (a) Interior MAY BE dropped to the middle of the car NO more than 3" below the top of the doors and MUST be at least 12" below the roll cage.
- (b) Interior MUST gradually taper up to the quarter panel height and be level for 32" from rear of the quarter panel.
- (c) Interior MUST be fastened flush at the top of the doors and quarter panels and MAY taper gradually towards the center of the car, NOT creating a lip effect. MINIMUM of 8" taper, MAXIMUM 3" drop extending from firewall to rear of door pieces in a continuous line.
- (d) Interior MUST run in a straight line from behind the drivers seat to the rear spoiler.
- (e) If interior is flat through the car, it MUST maintain a 12" clearance from roll cage for easy exiting from either side of car.

**SPOILER:**

- (a) Rear spoiler MUST be manufactured of material of adequate strength, material MAXIMUM 8" height measured from deck to tip of material. MAXIMUM 72" width.
- (b) Rear spoiler CANNOT be suspended above the deck to create a wing effect.
- (c) Rear spoiler MUST begin where quarter panels end. NO extended deck

**ENGINES:**

Only steel American manufactured blocks, (GM, Ford, MOPAR or Dart products). All casting numbers must remain. 430 cubic inch maximum displacement...

Cars up to 360 cu. in. must meet a minimum weight of 2250 lbs.

Cars over 360 cu. in. to 410 cu. in. must meet a minimum weight of 2350 lbs.

Cars over 410 cu. in. to 430 cu. in. must meet a minimum weight of 2450 lbs. Maximum car weight 2800 lbs.

Engines may not be placed further back than 6" from forward most spark plug centerline to in line with both top ball joints.

NO titanium or exotic material crankshafts or connecting rods permitted. Oil pan is to have a minimum 3/4" inspection plug in left side of pan opposite the number one rod journal, any windage tray which would block the view of the rod must be removed. This is for magnet use or pan could be required to be taken off. Steel and aluminum heads allowed. ALL engines limited to one spark plug and two (2) valves per cylinder.

Roller cams or roller lifters allowed. Roller rockers allowed.

Intake - aluminum or cast iron 2 or 4 barrel.

A 2" maximum carb. adapter/spacer plate may be used.

No traction control devices.

**CARBURETOR/FUEL: ONLY ONE CARBURETOR ALLOWED.**

Conventional barrel stock type boosters only. Can remove choke throttle plate. **Gauges will be used**, carb. may be required to be removed to check with light and gauge. Only the following engine/carb/fuel combinations will be allowed. Cars up to 360 cu. in. Gasoline or Alcohol, a 1.6875" throttle bores, 1.4000" primary and 1.4000" secondary venturi diameter (4-barrel) carburetor or any listed carburetor size in this rule. Cars over 360 cu. in. may use Alcohol only with a 1.6875" throttle bore, 1.4000" venturi diameter (2-barrel) carburetor only, or Gasoline with a 1.6875" throttle bores, 1.2800" primary and 1.3125" secondary venturi diameter (4-barrel) carburetor.

**FUEL SYSTEMS:**

- (a) An approved fuel cell (32 gallon MAXIMUM) MUST be securely mounted in the trunk area of the car inside a 20-gauge metal box supported by two (2) 1/8" x 2" steel straps.
- (b) A firewall MUST be installed between the fuel tank and driver's compartment.
- (c) ALL fuel cells MUST be completely visible from rear of car. Fuel cell MUST NOT be mounted lower than bottom of quick-change rear end and be adequately protected
- (d) NO pressurized fuel systems.
- (e) Nitrous gases or other nitrate additives are NOT permitted.
- (f) Fuel maybe tested at any time.

**TRANSMISSION AND CLUTCH:**

- (a) Drive train MUST have transmission mounted on the rear of engine and lead to one (1) drive shaft. NO direct drive or in-out boxes permitted.
- (b) Any transmission with working forward and reverse gears is permitted.
- (c) Manual transmission MUST be equipped with an operational clutch.
- (d) Cars equipped with external clutch must use SFI certified safety bell housing.
- (e) Automatic transmissions are permitted.

**REAR DIFFERENTIALS:**

1. All cars must have locked rear ends. No limited slip, posi-traction or traction control differentials allowed.
2. Rear ends up to and including 1/2 ton truck and floaters will be allowed Quick change rear ends will be allowed. Aluminum tubes allowed (optional) - no aluminum axles - no live axles. Bird cages allowed.
3. Drive shaft loop is mandatory. Must completely surround the shaft. Must be fabricated out of adequate material within 6 inches of front u-joint.
4. All steel drive shafts must be painted white. Aluminum drive shafts allowed

**SUSPENSION:**

No mechanical or hydraulic devices will be allowed that will allow driver to shift weight or otherwise adjust handling characteristics while car is in motion. Fifth or Sixth coil allowed. Bearing type bird cages allowed. Spring rods will be allowed for use of trailing arms. A-Frame cars only. No straight front axles.

**BRAKES**

All cars must have four-wheel brakes able to work upon request. All components must be in place. (Caliper- rotor- hose- etc.) Remote brake shut-off allowed.

**JACKING DEVICES:**

NO cockpit adjustable shock controls or adjusters, ANY driver using cockpit shock controls or adjusters or weight jacks WILL BE FOUND ILLEGAL!!!

**BUMPERS AND NERF BARS**

1. No visible front bumpers. All cars must have an external provision in front for wreckers to hook for removing car from track.
2. Rear Bumpers. If rear bumper is stubbed, it may only extend a maximum of 8" beyond the frame. Any stubbed rear bumper that extends 8" or more beyond the frame must be rounded and directed towards the front of car 8".
3. No external nerf bars allowed.
4. No rough edges on the bumper or nerf bar will be allowed. Welds must be smooth-open ends of all pipes must be capped and smooth including front bumper under front covering. This will be checked by technical inspector.

**EXHAUST:**

- (a) Mufflers are recommended.
- (b) CANNOT point towards ground. MUST be parallel to track.

**WHEELS:**

Bead lock wheels allowed on all corners, steel or aluminum only, any width or offset.

**TIRES:** American Racer Tires only, Left and Right Front and Left rear SD 33, DTW style only, Right rear tire: American Racer (Must be stamped) SD 38 only. Grooving, siping, and buffing allowed on any tire, NO TIRE SOFTENER.

**COSMETIC:**

All cars must be painted and neat. No solid dark colored cars. Must have contrasting light color. Severely damaged body panels and bumpers must be replaced at discretion of Inspector.

## **STREET STOCK RULES formerly called Pure Stocks**

### **ELIGIBILITY REQUIREMENTS**

The Street Stock division at the Speedway is an entry-level division with the focus on affordability. The following rules will be strictly enforced to see that the intent of the class is maintained. Any dominant driver may be asked to move to another division of racing at season's end. All drivers must have a valid state driver's license or parent's consent as needed.

### **ENGINE**

Any year engine may be run in any body, must be in model line (i.e. Chevy/Chevy Ford/Ford, and so forth). Engine must remain in stock location. All block and engine component (heads, intake, etc.) casting numbers must remain. No notching frame for fuel pump clearance. Cubic inch limit as follows: Chevy 350, Ford 351, Mopar 360, must have stock stroke and bore plus .030. Stock type flat top piston - no domed. Stock cast-iron two-barrel intake only, no after market allowed, no modifications allowed. Hydraulic or solid cams only. Stock OEM Rockers & lifters only. Roller tip, 1:5 ratio allowed. **Full roller rockers 1.5 ratio allowed. Stud girdles allowed.** Hydraulic lifters only- no mushroom lifters, no slotted rockers, poly locks allowed. Stainless steel valves allowed. No Vortec Heads allowed. No heads larger than 2.02" on all small block engines. No adaptors. Stock OEM production cast iron. No porting, polishing, or grinding. Heads must have internal and external measurements stock. No factory performance cylinder heads. No Chevy angle plug heads. No Dart or World Products heads.

**NOTE: ENGINE RULES ARE DIRECTED AT THE CHEVY ENGINE. PLEASE CHECK WITH TRACK OFFICIALS IF ANOTHER BRAND IS BEING CONSIDERED FOR COMPETITION.**

Gasoline only. No ignition timing altering devices. OEM ignition systems only, (see Super Stock ignition rules). Stock 2bbl. carburetor or optional Holley 4412 (see street stock carburetor rule). Hood scoops permitted. 3-inch maximum height. Headers: May use chassis or crossover style headers. Maximum 1 5/8" tube with 3" collector. No stepped, tri-y, or two into one systems. No 180 degree headers. No crossover or H-pipe connectors. No crankcase evacuation systems. Mufflers recommended.

### **TRANSMISSION**

Stock automatic or manual transmissions only, with all gears working, including reverse. Automatic transmissions must have functional 11" torque converter with no internal modifications allowed. No hollow converters allowed or any method of creating direct drive systems. Manual transmission, three or four speeds only, must have full steel bell housing, stock clutch, pressure plate, and flywheel. Minimum weight of flywheel is 25lbs. No aluminum parts what-so-ever in clutch system. No aftermarket transmissions allowed. No corvette parts allowed.

### **REAR END**

Stock rear end only - Rear ends from different year cars will be allowed but must remain same as manufacturer. Rear end must be locked, spools allowed. 1" racing lug nuts mandatory on all wheels with 1/2" wheel studs recommended. Drive shafts must be steel and painted white. All cars must have full steel drive shaft safety hoop mounted not more than 6" from front U joint. No chains or cables. All weights must be painted white with car number in dark paint.

#### **OPTIONAL: Nine inch Ford Rear**

- a. **Maximum housing width- drum to drum: 62 in max.**
- b. **Must utilize stock GM mounts in stock OEM location on chassis**
- c. **No light weight (aluminum) parts. (Ex. Spool)**
- d. **Flanged axles only. No double spine axles**
- e. **No floater type housings.**

### **SEAT**

Aluminum racing seat mandatory. Must be high backed, minimum of 0.095 material. Seat mounting (see street stock rule). Seat location- stock OEM position.

### **BODY**

Any American made sedan, 2 or 4 door. All cars must have factory stock wheelbase. A minimum 1" tolerance will be allowed. No front wheel drive cars. No sub compact cars. Full frame cars highly recommended. Outside body must be complete. Cars may use aftermarket steel replacement panels, or aluminum, but each panel must retain OEM dimensions and style. Straight panels, homemade, square-looking, or bodies resembling a late model will not be allowed. Roofs may be fiberglass if they meet stock dimensions. No aluminum roofs or roof parts. Inside door panel, inner fender, trunk floor, and dash may be removed. Fenders can be cut 2 inches only for wheel clearance. All glass must be removed. Windshield openings must be covered with 1/2 square wire screen heavy gauge. Floorboards must be complete with all holes patched from front firewall to rear firewall, from outside edge to outside edge of frame rail. Passenger side floor can be removed, must be replaced by either 20-gauge steel or .080 aluminum plate, from center of hump to passenger side top door bar (must be no higher than straight sloped – **NO LATE MODEL STYLE COCKPIT.** Front firewall must be in stock location, (can be replaced with 20 gauge steel or .080 aluminum plate) and rear firewall and rear window shelf must be sealed off from driver's compartment with at least 20-gauge steel, no holes. All doors must be welded or bolted shut. No solid dark painted bodies will be allowed. All cars must look presentable. Seat and steering column must remain in stock location (seat can not be located further back than 32" from center of rear axle housing to the back bottom edge of the seat, a 1" inspection hole must be provided in rear firewall at center of seat back bottom location). No holes in the hood, 3" tall hood scoop allowed, non-functioning completely sealed. Window net is required on driver's side. Gas pedals must have toe lift. No cable linkage allowed. After market gas pedals recommended with toe lift.

**ALUMINUM BODY RULES:**

Aluminum bodies will be allowed as an option. Considering the fact that teams may attempt to fabricate their own bodies, the following rules are to be followed.

**BODY:**

1. Any car not resembling the original body design will not be allowed to compete.
2. No Shoebox bodies.
3. Speedway technical team may dismiss any car from completion for not maintaining body requirements.

NOTE: Rules apply to exterior body panels only.

**ROOFS:**

1. OEM Street or aftermarket fiberglass replicas only.
2. No homemade steel, aluminum, or fiberglass roofs.
3. Fiberglass roofs must be of short track body dimensions and style. (See diagrams)
4. No late model, modified, or IMCA roofs.

**HOODS:**

1. Aluminum (.040 or .050) or steel must cover complete engine compartment.
2. Hood scoops allowed. Maximum 3 inches tall and 21 inches in width.
3. Hood scoops must be closed off with no external openings.

**NOSE PIECE:**

1. May be OEM or aftermarket replica.
2. Must have nose piece.
3. Must fit body correctly.
4. No late model type flares.

**FENDERS:**

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Fenders must resemble OEM fenders.
3. No late model flares.
4. Fenders must cover 90% of tire.

**DOORS:**

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Door must be original dimensions (within reason)
3. Edges must be rolled or broke for strength and form.
4. Must carry some sort of body lines with fenders and quarter panel in middle of body.
5. No flat panels.

**QUARTER PANELS:**

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Panels must match OEM original dimensions (within reason)
3. Edges must be rolled or broke for strength and form.
4. Must carry some sort of body lines with fenders and quarter panel in middle of body.
5. No flat panels.
6. Quarter panel must extend 36 inches front centerline of differential to trailing edge of quarter panel. (see diagram)

**UPPER QUARTER PANEL:**

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Panels must match OEM original dimensions (within reason)
3. No solid panels.
4. Must have quarter panel window cut in.

**TRUNK LIDS:**

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Must cover complete rear section of car and be removable for inspection.

**REAR PANEL:**

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Panel must extend quarter panel to quarter panel.
3. Panel must be a minimum of 12 inches wide.
4. No screen or mesh allowed.
5. Must be solid.
6. Aftermarket tail piece recommended.

**SPOILER:**

1. May be aluminum or lexan.
2. Maximum height: 5 inches.
3. Spoiler side boards may not exceed 5 inches in height or 6 inches in length and must not extend beyond the main spoiler.
4. Must be tapered from tallest point to lowest point equal on both sides.
5. Spoiler must be non-adjustable.

**COOLING SYSTEM:**

OEM style radiator in stock location. Must have one quart overflow tank. 22-pound radiator cap recommended. Aluminum radiators allowed.

**WHEELS**

Maximum 8" wheel width. All four wheels must be steel & same offset. Stock wheels must be reinforced. Racing wheels recommended.

Bead Locks allowed on right rear only.

**TIRES**

American Racer size 70/245 x 15 only. No options. No recaps. No softening of tires. Grooving, buffing, and siping allowed.

**FRONT SUSPENSION: Applies to GM Metric Chassis only**

- A. Upper Control Arm: May use stock, unaltered OEM A-frames or replacement steel cross shaft aftermarket arms. Control arms must mount to stock OEM chassis mounts in original location. Maximum length of the control arm: 8 ½ inches. Control arm must use original type (metric) ball joint. May use stock or neoprene bushings.
- B. Lower control arm: OEM, stock control arms only. Must be mounted in original factory mounts. Control arms or mounts can not be altered. May replace bushings with steel or polyurethane aftermarket replacements. Must use OEM style metric ball joints.
- C. Spindles: Stock OEM only. No pinto or aftermarket dropped spindles. May not be reamed for larger ball joint. Must utilize OEM wheel bearings. Spindle savers allowed.
- D. Steering: Steering box, tie rod end, adjusting sleeves, Idler arm, pitman arm, and drag link must be in unaltered stock OEM parts for metric chassis. NOTE: May use aftermarket adjusting sleeve, maximum 4 ½ inch length. Steel only.
- E. Shocks: Front must be original equipment design mounted in original mounts, upper and lower, absolutely no aftermarket mounts. Aftermarket a-hock mounts allowed. No adjustable shocks. No aluminum shocks. No shocks with a Schrader valve or remote reservoir.
- F. Springs: OEM style springs. Aftermarket springs allowed. No jacking bolts. Must be 5 ½ inches in diameter. May be any length. Must fit into stock upper mount in frame and lower control arm location. May use adjustable spring cups on top of springs only.

**REAR SUSPENSION:** The rear suspension must utilize all stock OEM mounting points for metric chassis.

- A. Trailing Arms: Must use stock OEM upper and lower trailing arms. Lower arms must be stock length. Upper arms may be altered for pinion angle. Positively no uniballs or rod ends installed in trailing arm. May use polyurethane or steel replacement bushings. Must attach to stock factory mounts in stock factory location.
- B. Springs: Upper seat of spring must mount in stock position in factory crossmember. Lower seat of spring must be mounted on top plain of rear end housing. May use aftermarket weld on mounts. Spring may be of any length but with a minimum of 5 inches in diameter. May use adjustable spring cups.
- C. Shocks: Must be mounted in stock location for the type of rear end housing being used. Lower mount of shock must be mounted in stock location. Upper mount of shock may use an aftermarket or fabricated mount, but must be within 1 inch of original location. May use fixed bearing shocks. No aluminum shocks. No shocks with a Schrader valve or remote reservoir.
- D. Frame: No excessively rusted frames. Frames may be replaced from center line of rear axle to rear bumper area. Must be constructed of rectangular tubing and properly braced.

**ROLL BARS AND BRACING**

Roll bars must be a complete 6-point bar, with 4 bars inside driver's door. Bar minimum of 1 1/2 O.D. black steel pipe or seamless tubing of 0.095 thickness, all junctions must be gusseted. Also, must have 1 bar down center of windshield of same dimension. No offset or set back roll cages.

**BUMPERS and NERFS**

Nerf bars/rub rails: One external horizontal rub rail on each side of the car between the wheels only is allowed. Must be steel square tubing with a maximum dimension of 1" wide by 2" high. Rails must mount flush against the body panels with each end cut at 45 degrees and capped with no sharp edges; any exposed bolt must be a carriage type head. Front Bumper - Stock type bumpers & covers only, no exposed tubular or 2x4 except for hoop. Rear bumper - stock type, stock type cover, or fabricated steel, max. 4-inch height, cannot exceed 4-inches beyond rear of body and filler. All rear bumpers must have lower quarter panel nerf (considered as part of bumper), Lower quarter nerfs must be against body and extend a minimum of 1-foot forward before turning and mandatory connecting to frame. All bumpers cannot exceed being flush with sides. All Collapsible bumpers must be welded so they will not pull apart. Bumpers must be securely fastened to the frame. No visible reinforcement on bumpers. No cowcatchers. Front and rear bumper hoops no higher than 8", no wider than the frame. Bracing allowed - two braces per hoop, no larger than 1 1/2". May be welded to frame behind bumper.

**FUEL CELL**

Fuel cells mounted in steel container mandatory. All fuel cells must have tip-over valve in fuel cell or vent line. Maximum 22 gallon. Mounting instructions refer to Street Stock rules.

**BATTERY**

All cars must self-starting. Battery location is optional, but must be mounted in a safe location, and it must be secure. Terminals must be insulated. 12-volt systems only no high voltage batteries.

**BRAKES**

Operable and effective 4-wheel brakes mandatory at all times. Three wheel brakes allowed, but all components must be in place (rotor, caliper, hose, etc). Dual Brake Master Cylinders allowed. Bias adjuster allowed, NO REMOTE ADJUSTERS ALLOWED. Rear stock disc brakes allowed.

**GENERAL**

Heat may be run at the discretion of the promoter. A feature event will be run.

Up to 24 cars will qualify for feature event. Any car causing unnecessary delays in the racing program will be disqualified. This rule will be enforced.

**BODY INSTALLATION GUIDELINES:**

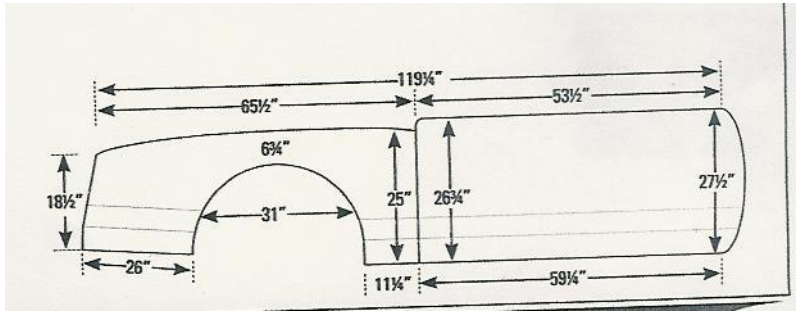
## Body Installation Guidelines

All measurements apply to a package A body only. Package B measurements will be different due to the width of the rear tail section. Your chassis measurements may vary, call if you have questions.

Monte Carlo, Grand Prix, Lumina

All Short Track Style Bodies

**DOOR AND FENDER MEASUREMENT DIAGRAM:**



## **Penn Can Speedway**

### **Four Cylinder FWD Class Rules**

#### **Approved Cars:**

- Any 4 cylinder car with a maximum wheel base of 103 inches.
- Stock original unibody with full floor, firewalls, trunks & inner fenders.
- Dash and steering must remain stock for the make and model.
- No convertibles, station wagons, two seat sport cars, four-wheel drive, independent suspension allowed.
- Master kill switch mandatory. Must be placed between left side of steering wheel and roll bar. Must be clearly marked

#### **Engine, Transmission, and Rear end:**

- Stock motor for the make and model.
- Stock carburetor or fuel injection for the motor.
- Stock transmission for the make and model.
- Stock rear end for the make and model.
- Battery must remain under the hood.
- Must have stock suspension.

#### **Gas tank:**

- **GAS TANK CAN REMAIN STOCK IF IT IS AHEAD OF THE REAR AXLE. IF STOCK TANK IS BEHIND THE REAR AXLE THAN IT MUST BE REMOVED.** A fuel cell or a boat tank (7 gallons maximum) must be mounted in the trunk area, covered and secured properly to replace the tank behind the axle.
- All fuel lines must be properly secured.
- Must have firewall between driver's compartment and the trunk area.

#### **Tires and Wheels:**

- Tires and wheels must be stock size for the model of the car.
- No racing tires or recaps.
- No aggressive tread design (ex: Blizzard, Snow or Ice Winter Tread).

#### **General**

- Roll Bars **MANDATORY**: A FULL 6 POINT roll cage constructed of mild steel tubing is **RECOMMENDED**. Major tubes **MUST** be 1½ O.D. x .090 wall thickness **MINIMUM**. The major tubes are all tubes in the six-point cage and the driver's door bars. Driver and passenger openings **MUST** have two side bars with uprights. All roll cage bars in driver's area must be padded.
- All glass must be removed (except windshield) and a screen placed in the windshield area.
- A window net on the driver door is mandatory.
- Doors must be welded or chained shut.
- Approved aluminum racing seat mandatory. Stock drivers seat must be removed. Cars must have 5-point racing seat belt harness, no more than 5 years old, securely fastened with bolts.
- Approved fire suit, helmet, gloves, and neck brace are mandatory.
- All cars must be neatly and brightly painted. Dark cars not recommended.
- Numbers must be painted on both sides of car in a color offering distinct contrast to color of car. Numbers must be legible - 3" wide and 18" high. All numbers will be legible.
- Front and rear tow hooks **MANDATORY**.
- Safety is of the utmost importance in this division. Any car deemed unsafe by the technical inspector will not be eligible to compete until safety requirements are meet.
- A minimum weight will be established.

This division is an amateur/trophy division. Drivers may not compete in any other division. Drivers with previous racing experience in any other division are not eligible. Over competitive cars or drivers will be eliminated from competition. Drivers must be fourteen years of age or older.

#### **IMPORTANT NOTICE.**

**RACE TRACK OFFICIALS RESERVE THE RIGHT TO REJECT ANY ENTRANT FOR ANY REASON THEY DEEM NECESSARY AND APPLICABLE. ALL PARTICIPANTS ARE CONDUCT THEMSELVES IN A MANNER THAT REFLECTS FAVORABLY ON THE SPORT OF AUTO RACING. FOUL OR ABUSIVE LANGUAGE WILL NOT BE TOLERATED. THE MANAGEMENT RESERVES THE RIGHT TO CHANGE ANY RULE OR RULES THEY FEEL IT IS NECESSARY AND REFUSE ANY PROTEST IF THEY FEEL IT IS UNNECESSARY AND BEING USED FOR HARASSING REASONS. ALL FINES AND/ OR SUSPENSION WILL BE IN EFFECT AT ALL EVENTS. THE INTERPRETATION AND INVOKING OF THE RULES PUBLISHED HEREIN SHALL BE DETERMINED BY PENN CAN OFFICIALS ONLY IN THEIR PROFESSIONAL DISCRETION.**