

602 Street

Body

American rear wheel drive only. 108 inch minimum wheel base ½ inch tolerance.

Stock or stock appearing after-market body only, bodies must retain stock body lines and appearance. No late model type floppers, any type of flopper must be tight against fenders. All home-made bodies must have stock looking body lines. No station wagons or trucks. 5 Star and AR bodies ok. Stock or aftermarket type roof. Must be mounted level with stock looking post. No late model style sail panels.

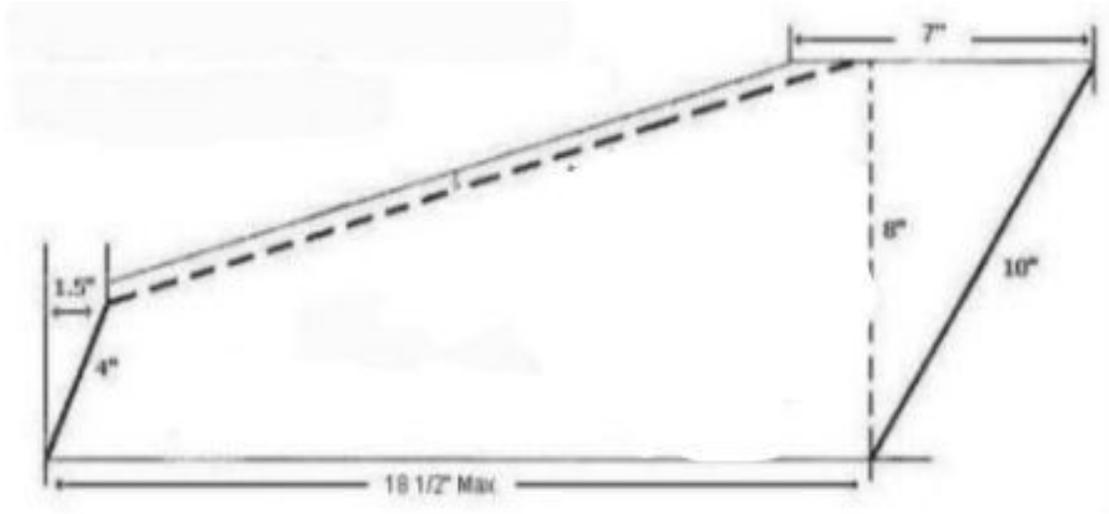
Stock appearing nose and tail panel. If available. Rear must be closed. No gaps or air holes in rear cover.

Must have steel firewall and floorpan around the driver.

Spoiler 8 inch tall max. No wider than trunk lid. Spoiler sides see drawing .

Side window openings 15 inches minimum.





Frame/Steering/Suspension

Suspension and springs must match car you're claiming.

Factory frame. Maybe tube past coil spring mounts 2x3 square tubing only no round tubing. No moving of frame rails must retain stock dimensions. Unibody cars must retain stock frame to rear of leaf spring. Unibody cars maybe tied together but tubing may not extend no more than 6 inches past the front of mounting point of leaf spring.

No scabbing beside, on top of, inside or outside of frame rail unibody or full frame cars.

Strut cars must run stock style struts or whatever springs it came with.

Racing springs ok.

Racing springs ok stock appearing front and rear 5 inch minimum, multi leaf only .No fiberglass type.

Jack bolts or adjustable spring buckets ok.

Front and rear springs must be mounted in stock position.

Torque arm must be mounted in stock position.

Steering quickener ok.

Stock type steering box. Or rack. Whatever it came with. In stock position.

Stock type center link, idler arm and pitman arm.

Heim joints ok on inner and outer tie rods.

Tubular front upper control arms ok. May use after market control arm mount.

Stock spindles. Or stock replacement. No fabricated type.

Stock or stock style lower front control arms. Aftermarket ok. No tube type. Stock length for car you're claiming. Maybe boxed. Lower control arm bushings rubber or urethane only. No bearing type. Offset type bushing ok in front or rear control arms.

Disc brakes ok. Standard steel calipers and rotors only. No scalloped, gun drilled or floating type. Top hat style rotor on rear ok $1 \frac{1}{4}$ thick. No wide 5 hubs.

Aftermarket pedals with brake adjusters ok.

Any stock type rearend ok. Floater axles ok. No quick change. Must run all four hook-ups on rear. And full length leafs no half leafs. In stock position with one mounting hole only on rearend and frame "mounting holes must remain unaltered". Coil or leaf. No other bars on rearend. Leaf spring cars may have adjustable shackles on rear only. No sliders front or rear. Rear trailing arms must be stock type stamped steel maybe boxed or tube type nonadjustable "NO HEIM JOINTS" upper and lower trailing arm must be within a $\frac{1}{2}$ inch of stock length, stock length arm upper arm is $11 \frac{1}{4}$ lower arm is $19 \frac{5}{8}$ long. Rubber or urethane bushing type only. No bearing type or solid steel. Lower control arms on rearend mounting point $2 \frac{3}{4}$ max from bottom of rearend housing to center of control arm bolt lower control arm. Upper control arm mounts maximum of 3' from top of rearend to center of bolt or on a 9' ford $7 \frac{3}{4}$ from center of axle tube to center of control arm bolt.

Shocks

Steel body stock appearing nonadjustable one piece body shock that does not come apart. With no type of valving ports. No coil overs. Shocks maybe relocated and have eye mounts. Shocks maybe claimed for \$100 each by anyone finishing the feature event .

Transmission/Clutch

Bert or Brinn, 3 or 4 speed with any clutch ok.

No automatics or direct drives.

No rear mounted pumps or belt drives.

Engine/Carburetor/Ignition

GM part number 88958602/ 19258602 Engine must be sealed at intake manifold, cylinder head, timing cover and oil pan with special twist off bolt heads originally from GM. Original GM seal bolts or crate USA gen III “yellow” or gen IV ”green” are the only seals allowed. Seals not allowed are RM bolts, “silver” or “blue” cable seals. Engine will be inspected by a certified GM tech.

Engine setback must be mounted in stock location center of chassis. # 1 plug must be in front of or centerline of upper ball joint.

Any carburetor \$ 300 buy rule by anyone finishing the feature event.

Ignition any standard type HEI electronic ignition allowed. MSD ok. No magnetos. Or crank trigger type. MSD \$ 100 and swap anyone that finishes the feature event.

Weight

3,000 at any time.

Tires/Wheels

Hoosier or American Racer 27.5X8 HARD H 500 is the only tires that will be permitted, must run the same tire on all four corners. Tires cannot be siped, needled, cut, ground or grooved. Any tire that’s been altered with in

anyway will not legal. Tire must durometer NO LESS THAN 50 after the race. No wide 5 adapters.

Wheels 8 inch max steel only. Bead locks recommended.

Fuel

93 octane “pump gasoline” with a specific gravity of .730 based off 100% gas. “Pump gasoline meaning from your local gas station” not racing gas. Gas should be yellowish gold in color only.

Protest

Anyone in top 3 can protest 3rd place may skip 2nd and protester may counter protest.

Complete teardown engine will be teched as it came from GM. By a NeSmith tech or certified tech. Cost \$600 Tech fee will be deducted from protest money.

Fuel test \$50 track retains 100%

Visual Protest allowed after Heat Races Only. And in a timely manner to where racer may have time to fix problem. Track will not hold up program for repairs. Panels maybe removed to see parts within reason.

Visual Protest will Cost \$50 Track will retain 100%

WEIGHT WILL NOT BE ADDED FOR ANYTHING NOT

COMPLYING TO RULES

ALL OTHER SAFETY AND GENERAL RULES APPLY

