

Vintage Classics Rules

TIRES – Any dirt oval track racing tire permitted.

WHEELS – Steel, aluminum, aluminum bead lock, steel with aluminum bead lock, mag.

DRIVE SHAFT – No Drive Shaft exposed to drivers compartment. Drive shaft loop required. Drive shaft must be painted white.

SCATTER SHIELD – Over bell housing or safety bell housing on cars using flywheels.

TRANSMISSION – American made standard or automatic shift. Must have forward and reverse gears. May use internal clutch transmissions such as hager brinn bert.

REAR ENDS – American made car or truck rear ends. Quick change rears permitted. (No big offsets)

SEATS – Must be bolted to the frame. Fiberglass seats must have a metal frame. An aluminum seat is recommended. Headrests are required, unless part of the seat.

ROCK SCREEN – Full post-to-post

MIRRORS – No mirrors allowed.

LIGHTS – Lights allowed on cars

ENGINES- No V6's allowed.

Straight 6

Six cylinder overhead, inline 6, no overhead cam

250 ci, 60 over – not to exceed 260 CI 250, 230, 194 crank only

240 crank only 232 ci, 60 over – not to exceed 241 CI 232, 199 crank only

230 ci, 60 over – not to exceed 240 CI 230, 250, 194 crank only

225 ci, 60 over – not to exceed 235 CI 225 crank only

Stock type – flat top pistons and pop up pistons – dome pistons will be allowed.

Roller rockers may be used.

After market rods allowed – no aluminum or titanium

Any exhaust

Any ignition, including magneto and dual point

No roller cam or mushroom lifters

Base pan-sight plug recommended for inspection purposes only, should be in line with #1 rod

Straight 6 Carburetion

Any factory OEM single barrel cast iron manifolds only, stock bolt pattern. May be ported and polished or 2 barrel intake, Offenhauser or Clifford, no polishing, no runners to be installed in to intakes.

May use factory OEM 2 barrel or Holley 500 CFM #4412 2-barrel. Choke plate may be removed. No grinding, polishing or opening of Venturi size.

No fuel injection, blowers, turbos or electrical fuel pumps.

No alcohol or nitrisoxide systems.

V-8 Engines

a) GM – 283, 302, 305, 307, 327, 350

b) Ford – 289, 302, 351W

c) Dodge – 318, 340

d) Bore size: 30 or 40 or 60 th. over

e) Cranks – all cranks must be stock, no grinding, no polishing or knifing

f) Rods must be stock length. Aftermarket allowed providing it is stock length.

g) Pistons – flattop only, cast or forged.

- h) Camshaft – hydraulic or solid ABSOLUTELY NO ROLLERS
- i) Timing Gear and Chain – stock gear and chain or roller gear and chain
- j) ABSOLUTELY NO GEAR DRIVES
- k) Heads – all heads to be completely stock, no enlarging of any valves, no grinding, no polishing. Screw in studs may be used or drilling of pinning of studs may be done.
- l) THE FOLLOWING HEADS ARE NOT ALLOWED – Chevy 492, 292, or Bowtie, Ford 302 Boss or any other manufacturer's performance heads not to be used or any after market performance heads made by Dart, Brownfield, etc
- m) Valve Train – Push rods and rockers – any stock or aftermarket push rod or rockers, including rollers may be used providing they meet manufacturer's specification for length and ration. NO REV KITS ALLOWED
- n) Intakes – must be cast iron only 2 barrel intake. No grinding or polishing allowed.

V-8 Carburetion

- a) 2 barrel Holley 500 DFM #4412. Choke plate can be removed
- b) No grinding, polishing or opening of Venturi size
- c) No fuel injection, blowers, turbos or electrical fuel pumps
- d) No alcohol or nitrisoxide systems
- e) NO CUTTING, GRINIDNG, POLISHING OR SPACER PLATES ALLOWED, OTHER THAN ADAPTOR PLATE FOR 500 HOLLEY TO 2 BARREL INTAKE
- f) Ignition – any type ignition allowed
- g) Exhaust system – headers or exhaust manifold

FUEL CELL – Fully enclosed in sheet metal. 1/16th inch thick or larger steel plate under fuel cell. Must have tip over valves and secure fitting filler caps.

STARTING – Car must be self starting with operating clutch able to pull away and back up with engine running.

SAFETY – Mandatory safety items – belts, 5-point harness, 3"lap belt and 3"shoulder harness attached to chassis. (not more than 5 yrs.old, at the

beginning of current race season), approved racing gloves, shoes, drivers suit and SA 95 helmet. Fire resistant underwear and neck collar. Arm restraint highly recommended... Driver's safety is vital.

ROLL BAR PADDING – is mandatory on any bar that head, legs or arms may hit. Padding on anything that the driver may come in contact with is highly recommended.

BATTERY – must be securely mounted to protect driver and fuel tank.

KILL SWITCH – labeled (on/off) must be accessible for driver and painted red.

BRAKES – working brakes must be on all four wheels. No shut-off valves allowed.

ROLL CAGE –Must be made from .0125 wall seamless 1 ½” pipe (no smaller) or 95 wall seamless 1 ¾” pipe. Crash guards must be made of 90 wall or grater 1 ½” pipe. Homemade frames must have 3 sidebars with gussets and up-rights. If a frame manufactured for racing (ex.rail frame) is used, gussets are not required and the frame may be the third rail. Padding is required and at all points where helmet may make contact. Padding must not be Pipe Insulation.

FUEL SHUT OFF – Labeled (open/closed) must be accessible for driver and painted red. No rubber hoses in the cockpit. Steel or braided lines only. No electric fuel pumps.

SUSPENSION REAR AXLE

Leaf spring & Coil over Suspension OK
No Torsion Bars used for Suspension
No New Type re-valveable shocks.
No inside-the-car suspension adjustments of any kind.

SUSPENSION FRONT AXLE

An axle or A-frame
Any combination spring, springs, shocks or coil overs.
No new type re-valveable shocks.
No torsion bars.

BODY

Original American/Canadian made pre 1948 Coupes Sedans
Bodies – original steel.
Replacement hood and deck lids (fiberglass, or aluminum) accepted.
Gremlin, Pinto, Vega. Nothing newer than 1975.

FRAME –a) All original,OEM North American (GM, Ford,Chrysler, etc)
subject

to annual inspection for strength and integrity.
b) Production square tube frames ,(Bicknell,Teo,Troyer,etc) Must be
minimum 3 years old.
a) Home built frames accepted. Subject to annual inspection for

strength and integrity.

FIRE WALLS – No large hole or large amount of small holes used to lighten car. Drivers compartment must be separated from motor.

GAS – Only pump gas not more than 116 octane. No gas additives. No octane boosting additives.

ROUGH DRIVING – Aggressive driving will not be tolerated. Track officials will rule on track incidents. Aggression in the pits will not be tolerated.

WEIGHT – Cars must weigh their minimum, 2500 pounds with driver directly after race. Top three finish from feature to be scaled. Weight rule will be strictly enforced.

FIRE EXTINGUISHERS – Each car must have fully charged fire extinguisher in pit area

HOODS – Mandatory. Must cover radiator hose and be compliant with style of car.

PAINT – Must be properly painted and lettered to be allowed to race

FEATURE WINNERS/LINEUP – Actual car to win feature will start the next feature at the rear, ahead of rookies and those who ask to start at the rear. After driver wins one feature, the driver will not draw for feature position for the remainder of the season. Driver will start at the rear ahead of the rookies and those who ask to start at the rear. Lineup will be determined by drawing for position. Heats will be run in the order of the draw. Features will be run in reverse order, except the winner of previous feature ahead of rookies and those who ask to start at the rear. Cars that arrive late, or that do not draw, start last in both heat and feature, ahead of rookies and those who ask to start at rear.

TEAR DOWN - \$250 tear down fee. The money must be put up front. Protested engine will be tagged and sealed. Track officials will determine when and where the tear down will occur. Two officials, the person protesting and one crew member may be present.

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