



MODIFIED RULES

RULE BOOK DISCLAIMER

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. These rules shall govern the condition of all 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 race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his 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.

Engine

1. Any American made push-rod type engine will be permitted as long as the rear of the engine bell housing flange is mounted at least 72"-inches forward from the center of the rear axle. The engine offset must remain within two (2") inches of the center line from the cross member. The minimum engine height when measured from the ground to the center of the crankshaft is 11" inches. Other engines of the push-rod type that meet this criteria may be approved for competition.
2. All engines used in competition must be able to be used in a conventional passenger car without alteration. Alteration of motor mounts will not be permitted. Alteration of the castings and/or fittings will not be permitted. Any machine work on the outside of the engine or machine work on the front or rear of the crankshaft will not be permitted.
3. Aluminum blocks will not be permitted.
4. Magnetos will not be permitted.
5. Wet sump oiling systems must be operative. Dry sump systems will not be permitted.
6. Alteration to the cooling system will be permitted. If alterations to the cooling system are made the stock-appearing hood line must be maintained.
7. The battery must be securely mounted and shielded. The battery must not be mounted inside the driver's cockpit.
8. The exhaust system(s) must be mounted with the exhaust directed away from the vehicle and/or away from the ground (preferably horizontal and outside the body of the car). A maximum of 1/2" inch clearance surrounding the header pipe when directed through the firewall on the driver's side.
9. Mufflers are mandatory.
10. One two or four barrel carburetor is required.
11. The engine must be a normally aspirated configuration.
12. Fuel injection systems or electric fuel pumps will not be permitted.

Transmission & Driveline

1. The drive shaft must be made from magnetic steel. The driveshaft must be painted white with the car number clearly labeled on the drive shaft.
2. Carbon fiber drive shafts will be permitted. Aluminum or fiberglass drive shafts will not be permitted.
3. A 1/2"-inch x 2"-inch 18-gauge steel drive shaft hoop is mandatory. The drive shaft hoop must be at least six (6") inches behind the universal-joint. Two hoops are strongly recommended. A single 1/8"-inch plate on the right side of the drive shaft tunnel is recommended.
4. All competitors are encouraged to perform systematic checks on their drive-train.
5. Direct drives and/or any type devices will not be permitted.
6. The transmission must be bolted to the engine. All cars must have forward and working reverse gears and be able to shift to forward or reverse with engine running. BERT-type transmissions will be permitted.
7. Clutch-type transmissions must be equipped with explosion-proof steel bell housing. In lieu of an explosion-proof bell housing or if one is not available for your engine, a shield of at least 1/2"-inch x 6"-inches covering the clutch area 360 degrees securely fastened in place and fabricated from magnetic steel will be permitted.

Chassis/Frame

1. Only factory production full 1950 or newer parallel American passenger car frames will be permitted. The frame must be complete in front of firewall. Cutting of the frame in any way in front of firewall will not be permitted.
2. The frame must remain unaltered and must meet the requirements of the attached drawing.
3. The Right side frame rail may not be altered and/or raised and/or moved from the stock OEM location in any manner and must measure a maximum of six (6) inches from the ground to the bottom or lowest edge of the frame rail.
4. The front cross member may be notched to allow clearance for the radiator only. The cross members must be plated to retain complete box configuration.
5. Jeep, Bronco, 4-wheel drive, front wheel drive or sports car frames will not be permitted.
6. The minimum wheelbase permitted will be 108" inches. The maximum wheelbase permitted will be 112" inches. No tolerance – measurements are as posted
7. Fiberglass lift bars and/or rear torsion bars will not be permitted.
8. Any frame may not be widened or narrowed and must be able to support the roll cage on both sides and must be full and complete on both sides.
9. The minimum frame and body height from ground is four (4) inches.
10. The front bumper must be mounted to the ends of the frame with the bottom loop parallel to the ground.
11. A minimum of 1" diameter tubing and/or pipe is required to for towing of the vehicle.
12. The rear bumpers must be constructed of tubing and/or flat stock. All rear bumpers and/or tubing utilized in the fabrication of the rear bumper assembly must have an end cap. The rear bumpers must protect the fuel cell.
13. The bumper(s) (front and rear) when measured from their center(s) must have a minimum of 25" inches of ground clearance. There will be a two (2) inch tolerance, plus or minus regarding this dimension. The rear bumper and/or the nerf bars must not extend beyond the width of rear tires. All bumpers must have round edges. Sharp edges on any bumper and/or bumper surface will not be permitted.
14. The brace bars forward of the roll cage must not extend higher than stock hood height.
15. The rear push bars must not extend beyond six (6") inches of the rear quarter panel(s).
16. All side bars and bumpers must be capped on ends.

17. The maximum overall width of the car, front and/or rear, shall not exceed 78" inches when measured from the outside of the tire tread on both sides of the vehicle. A maximum one (1") inch spacer between the hub and wheel will be permitted. Steel and/or aluminum spacers will be permitted, provided the overall tread width of the vehicle does not exceed 78"-inches.

Weight

1. All added weight(s) must be painted white with the car number clearly labeled on each weight.
2. All added weight(s) must be securely mounted to car with minimum of two (2) 1/2"-inch bolts that pass completely through each weight and the car. Weights that are mounted on the rear bumper or outside the body of the car will not be permitted. All added weight must be mounted below all windows and the interior sheet metal.
3. All added weight(s) must be securely attached to the frame below the body decking.
4. Frame is defined as the steel welded structure only.
5. Any part that moves or is not a fixed component to the steel frame structure may not be used for any weight attachment.
- 6.
7. Weights attached to the rear bumper and/or outside the frame will not be permitted.
8. Any car that loses any weight(s) during any event will be disqualified.
9. The minimum weight of car with driver at all times including after the race is 2,400 lbs.
10. Burn off and/or weight percentages and/or tolerance after the completion of any racing event will not be permitted.

Fuel Cells and Fuel

1. All cars must have fuel cells. The maximum capacity for the fuel cell will be 32 gallons. The fuel cell must be completely enclosed in an 18-gauge magnetic steel container. Aluminum fuel cell containers will not be permitted. All fuel cells must be completely visible. All fuel cells must have a minimum of 2"x2" inch x 1/8"-inch steel straps surrounding them. The fuel cell must be protected in the rear of axle by securely-mounted (welded) roll cage tubing.
2. The following fuel cell rules are Highly Recommended and will be mandatory in the future.
 1. The only fuel cells that are approved are those that meet and/or exceed the FIA / FT3 or SFI 28.3 specifications.
 2. Fuel cells must be used in accordance with the FIA / FT3 or SFI 28.3 specifications. Alterations of any kind will not be permitted. (Example: alterations to top plate, alterations or removal of foam, etc.)
 3. Fuel valve plate, fuel pickup and fuel return fittings must be on the top of the fuel cell.
3. The fuel cell must not extend lower than protective tubing.
4. Racing gasoline or alcohol will be permitted.
5. Nitrous oxide, nitrous methane, propylene oxide or any type of additives will not be permitted.
6. Fuel may be inspected at any time during any event.
7. All fuel cells must have check valve in breather and filler check valve.

Body

(See drawing diagram for reference – There may be dimensions referenced in the drawing diagram that are not referenced in written rules and vice versa. All dimensions whether written and/or referenced in the drawing diagram dimensional are rule(s).)

1. All bodies must follow dimension(s) and the appearance as shown in diagram. The body shall be the fabricated modified body from approved vendors. The body must be symmetrical, including but not limited to doors, nose, sail panels, spoiler supports, etc...The body must be symmetrical, including but not limited to doors, nose, sail panels, spoiler supports, etc.

2. The front windshield and rear window support must be stock appearing. The front window support(s) may have a clear Lexan support of no more than 16" inches including the roof post at the bottom and going straight to the roof. The support must be securely fastened in a positive manner.
3. The front roof post must be in a straight line from top to bottom.
4. The sides of the engine compartment will remain open. Any side panels in the engine compartment area will not be permitted. A five (5") inch drop on either side of the hood will be permitted and it must be enclosed at the rear of the hood. The firewall on driver's side must meet the front of the door. The firewall must be a minimum of 16"-inches in length from top-to-bottom.
5. The top of the doors must remain in line with the rear engine plate. The bottom of the doors may extend a maximum of eight (8") inches past the motor plate toward the front of the vehicle. Any material that exceeds 8"-inches will not be permitted.
6. Right panel from top of door to bottom of door may not be no more than 3 inches and must be mounted straight inside the bottom.
7. A maximum one (1") inch flange on the outside edges (left and right side vertically) for the purpose of strengthening only will be permitted on the front nose only. Side fins and/or flanges of any kind along the length of the entire car (hood, front, and/or roof) will not be permitted.
8. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of eighteen (18"x18") inches square and mounted only from the upper right frame rail to the lower right frame rail.
9. The minimum roof height is 42" inches with a maximum height of 52" inches.
10. The minimum deck height is 28" inches with a maximum height of 38" inches.
11. All cars must have a car number on both sides and the roof that are at least 18" inches in height and 14" inches in width.
12. The driver's last name must be displayed under the car number in a legible font that is a minimum of eight (8") inch high letters.
13. A minimum of two (2") inches of tire clearance from the body is required.
14. The minimum ground clearance will be four (4") inches.
15. The measurement from center of the hub to the rear top of deck will be a minimum of 34" inches and a maximum of 48" inches.
16. The maximum body width at the body's widest part will be 72" inches. The minimum of width at the body's narrowest part will be 53" inches. The bottom of the doors may have a maximum width of 68" inches.
17. On the left side the rear of the door may flare out six (2") inches for tire clearance.
18. The bottom of the flare must be curved and rounded not pointed in any fashion.
19. The maximum rear width of car must be 67" inches at the widest point.
20. The maximum roof width will be 50" inches with a minimum of 44" inches.
21. The maximum roof length will be 56" inches with a minimum roof length of 41" inches.
22. The maximum height on rear roof post vertical is 3" inches.
23. The nose piece must not exceed 45"-inches in width, centered between the frame rails and must not extend past the leading edge of the front bumper. The nosepiece must have a minimum of six (6") inches from the ground to the bottom edge of the nose piece.
24. Rear spoilers of any type, including but not limited to, shaping of panels, shaping of interior body panels, shaping and/or redirecting airflow with sail panels, etc., will not be permitted.

Interior and Driver Compartment

1. All windows must have a minimum 11"-inch vertical opening. The entire interior must have a minimum of 11"-inches of clearance from the interior deck to the roof and all sections of the roll cage. The minimum window opening will be 12" inches. The interior deck sheet metal to the right side of the driver from the back of the seat forward should be fabricated on an angle from the driveshaft tunnel to

the right side window to promote ease of exit for the driver through the right side and or front window opening.

2. A master ignition switch within easy reach of the driver is mandatory. The switch must be clearly labeled "ON" and "OFF".
3. Hydraulic and/or pneumatic weight jacks, trackers, or similar adjustable components of any type will not be permitted.
4. Mirrors of any type will not be permitted.
5. The rock guard should end at a point perpendicular to the steering wheel.
6. The drivers compartment must be sealed from the engine and the race track. The rear bubble of the hood should be closed and sealed from the driver.
7. The maximum slope/rake of the interior sheet metal "shelf" front-to-rear is 4"-inches when measured from the firewall to the base of the spoiler. A maximum of 2"-inches of slope/rake will be permitted in front of the rear of the seat to the firewall and a maximum of 2"-inches of slope/rake will be permitted from the rear of the seat to the base of the spoiler.
8. The top of the interior must be flush with the top of door and quarter panels. A one inch drop on the inside will be permitted measured from the top of the door.
9. Any car in competition must have right side door bars as part of the roll cage.

Roof & Roof Supports

(see drawing diagram for reference)

1. All roofs must be full size. Half-moon roofs will not be permitted. The roof may not be mounted more than 12" (twelve inches) past the rear axle. The roof must be symmetrical.
2. Wings, roof spoilers or ground effects of any kind will not be permitted.
3. All flat type roofs will be allowed a maximum 3"-inch difference in height between the front of the roof and the rear of the roof. This measurement may be taken from the interior and/or the ground up in any circumstance. The rear of the roof must maintain the same height from side-to-side.
4. All curved type roofs will be allowed a maximum of 5"-inches in the front and 2"-inches in the rear. The break in the roof must be within 6"-inches from the center of the roof.
5. Wedge roofs will not be permitted.
6. Dished roofs will not be permitted. Roofs must be rounded side-to-side. Bead rolls will be permitted.
7. The rear roof post must begin where it meets the back edge of the roof. The rear roof supports may not extend past the front side of rear upright of the roll cage.
8. The side vents on the front roof posts may extend rear ward from the lowest point, a maximum of 16"-inches, then at a 90 degree angle to roof for one (1) configuration, side vents must meet the outside of the car.
9. The roof side (sail) panel window size must be 10"-inches x 15"-inches and must match drawing number -2- side view. There will be a tolerance of 2"-inches at the top and 3"-inches at the bottom. A maximum crown of two (2) inches will be permitted, measured from the center of a common tangent point on either side of the crown. The roof side (sail) panels must be symmetrical.
10. If the long roof side (sail) panel is being used a 1"-inch radius will be permitted.
11. Any sun shield must be on hinge for easy exiting, taping will not be permitted. The window opening must remain at a minimum of 12"-inches.
12. All race cars in competition must meet the measurements illustrated in the attached drawing.
13. There are only 4 (four) approved roof supports to choose from.
14. The roof should be single thickness of material. The roll bar hoops must be exposed for inspection.
15. If the roof is curved then a level will be placed on the top of the car and if the roof is 5"- inches or less in the front and 2"-inches or less in the rear and the break is in the middle then the roof will be permitted.

16. The roofs on these cars will be stock appearing. The roof must maintain the same height on both sides. If track officials determine the roof does not meet the requirements as stated above then a penalty as determined by the official may be determined prior to competition, additional weight and/or other penalties, unless the roof can be returned to within the parameter as stated above prior to competition in the event that the roof was inspected for.

Suspension

1. Suspension designs and applications are constantly evolving. Although the intent of the suspension rules are an attempt to accommodate the majority of suspension and suspension component designs and applications currently being used in competition, the rules cannot be absolute. Any and all new designs or modifications to an existing suspension and/or suspension component must be communicated to and approved before being used in competition.
2. Rear suspension configuration used on current and new chassis(s) must be the design commonly known as four (4) link. Older cars currently competing with other rear suspension designs will be allowed to compete until further notification.
3. Axle Housing Mounts
 1. Aluminum bird cages will not be permitted.
 2. Axle housing mounts may be a solid (welded) type or a floating type (birdcage) design.
 3. Only one (1) axle housing mount per side will be permitted.
 4. The final assembled axle housing mount must be a one (1) piece mount. When a floating type mount (birdcage) is fabricated using two (2) pieces, the two (2) pieces must create a common one (1) piece pivot (barrel). The two (2) pieces must be fastened or welded together to prevent independent movement of the two (2) pieces. The axle housing mount must attach directly to the axle tube with clearance only to permit rotation of the entire mount. Fore, aft or vertical movement of the mount or the axle housing within the mount will not be permitted.
 5. Aluminum shocks, shells, aluminum hubs, aluminum A-frames, aluminum rear-end, aluminum tubes, aluminum tie rods and/or other aluminum suspension parts will not be permitted.

Axle Housing, Rear Differential

1. Any "live axle"-type rear ends will not be permitted.
2. Quick change rear ends will be permitted. Only magnetic steel tubes will be permitted.
3. Aluminum bird cages will not be permitted.
4. The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.
5. The center section of the axle housing must be manufactured of either aluminum or magnesium.
6. Axle tubes must be one (1) piece and manufactured of magnetic steel only. Axle tube internal inserts or external sleeves will not be permitted
7. Axle tube, including axle tube sleeves, donuts, or added parts may not exceed (3) three inches O.D. (outside diameter) at any point from center section to hub.

Rear Suspension

1. Aluminum bird cages will not be permitted.
2. The frame/roll cage structure must have integral welded mounting brackets for the attachment of rear suspension components. Frame suspension mounts may be welded or bolted securely (without any movement) to the frame/roll cage structure.
3. The only materials used to fabricate frame suspension mounts that will be permitted are magnetic steel or aluminum.
4. Independent rear suspensions will not be permitted.
5. Only floater hub assemblies will be permitted.
6. Composite leaf springs will be permitted.

7. Aluminum shackles will be permitted.

Front Suspension

1. The front suspension must be O.E.M. and be in stock location.
2. The front suspension must have replaceable stock part(s) from the same type of suspension from the OEM Manufacturer. Only O.E.M. and/or O.E.M. replacement type spindles may be used. The bolt used for weight jacking purposes must be within 1"-inch of the original spring centerline. One (1) "take-up / widget type" spring in the left front will permitted.
3. Only stock passenger car spindles will be permitted. Fabricated spindles will not be permitted.
4. Alterations and/or relocation of the lower A-frames will not be permitted. Aftermarket lower control arms, which are mounted in the OEM location and maintaining the OEM Manufacturer will be permitted.
5. Tubular-type upper A-frames will be permitted. The upper A-frame mounting locations may be altered. Aluminum cross shafts will be permitted.

Shocks and Springs

1. Steel coilover eliminators and/or steel/aluminum coil-over kits will be permitted. The coilover eliminators and/or coilover kits must conform to the shock and spring rules. In the rear of the car a minimum 5"-inch spring is required in all positions.
2. All springs must have a tethered and/or cable system in place to securely fasten them in position in the car.
3. Only steel body, one piece non-adjustable shocks will be permitted. Adjustable shocks, including cockpit adjusters will not be permitted.
4. Coils over shocks of any type on the front of the car will not be permitted.
5. Only one shock per wheel will be permitted. Lay down shocks less than 12" (twelve inches) away from brake rotor will not be permitted. Additional shocks in other locations will be permitted.

Steering

1. The steering box must be O.E.M. Any-type rack and pinion style steering will not be permitted. The original bolt pattern that matches frame type must be used. In the cockpit, steering may be modified to suit the driver but must remain on the left side of the vehicle. Moving the steering mechanisms to the center of the vehicle will not be permitted.
2. Stock or stock appearing drag links are permitted

Brakes

1. All cars must be equipped with a working braking system on all four wheels and all four wheels must be able to stop/brake at all times.
2. Only magnetic steel rotors will be permitted. Carbon fiber and/or aluminum rotors will not be permitted. Drilling, lightening and/or any alteration to the brake rotors or calipers will not be permitted.
3. Only stock O.E.M. rotors will be permitted. Single disc brake rotors or scalloped rotors will not be permitted.

Wheels and Tires

1. The following Hoosier tire compounds are the only tire compounds legal:
 1. 26.5/8.0-15 – A40S, H40, M-30S, M-60
 2. 27.5/8.0-15 – A40S, H40, M-30S, M-60
2. The Right Rear tire must be one of the following AT ALL TIMES.
 1. 26.5/8.0-15 – H40, M-60
 2. 27.5/8.0-15 – H40, M-60
3. Grooving of tires is not permitted.
4. Siping is only permitted on the A40s, H40, and a Right Rear M-60

5. Recapping of an approved tire is not permitted.
6. Defacing or altering any of the manufacturer's identification markings, letters, words, numbers, on any tire will not be permitted.
7. Mud plugs are permitted on all four wheels. Bead locks will be permitted on the right side only.
8. Wheel discs shall be fastened to the wheel using a minimum of three (3)- 5/16 inch or (3) 1/4 inch diameter magnetic steel hex head bolts.
9. The use of wheel discs with any other type of fastener will not be permitted.
10. Only 8-inch racing wheels will be permitted.
11. All wheels must be conventional one-piece magnetic steel and must be mounted with lug nuts. Aluminum, plastic and/or carbon fiber wheels will not be permitted.
12. All wheels must be fastened to the hub with five lug nuts.
13. Tire softeners and/or chemicals designed to alter the chemical characteristics of the tire and/or the tire surface will not be permitted.
14. Any chemical treatment of tires is illegal.
 1. Officials reserve the right to check and or confiscate any tire used in competition at any time. A driver is fully responsible for any tire used in competition regardless of the source of the tire and/or when the tire was put on the car.
 2. Officials can take tire samples using two methods.
 1. Officials can remove samples using destructive methods. In this case, no tires will be returned regardless of results. Drivers with treated tires will receive no compensation. Drivers with untreated tires will have the tire replaced.
 2. Officials can remove sample grooves from the tread of the tire. No compensation will be given to the driver for tires.
 3. Any tire used in competition may be protested for chemical treating by any driver competing in that same individual event(same feature, heat, qualifications, etc). Protest must be made to track officials prior to when the protested car returns to pit area. Protester must present \$500 cash to official at time of protest.
 1. If tire is found to not have been treated, the protested driver will receive \$150 for tire replacement even if destructive methods are not used.
 2. If tire is found to be treated, protester will receive \$400 of their fee back with \$100 being held for processing fees.
 4. All prize monies of drivers with tires taken for testing will be held until lab tests are received. If tire samples do not match the factory benchmark for that compound, the driver forfeits all monies won that night, not only those from the specific race where the driver was protested. (ie – A driver using a tire during qualifying that is found to be illegal will forfeit any monies won in heats, consis, or features that night.)
 5. Drivers with tires that do not match the factory benchmark will be disqualified for the event the samples were taken, be suspended 5 races, lose all championship points earned up to that point, be disqualified from any contingency programs for that season, and be subject to a \$1,000 fine. These penalties are for a driver's first offense. Further offenses will be handled on a case by base basis.
 6. Any driver refusing to submit tires for any testing or intentionally avoiding officials attempts to secure tires will be subject to the same penalties as those found using chemically altered tires.
 7. Any driver making a protest then backing out of protest may be subject to fines, suspensions, and/or other penalties.

SAFETY EQUIPMENT

Safety equipment specifications listed below are listed as a guide and are only a minimum standard. These minimum standards may not be sufficient enough to protect a driver from injury or death from some incidents. It is the responsibility of the driver, car owner, and crew to ensure that the safety equipment on the car is properly installed, working as intended, and is sufficient to protect the driver from any incidents that occur. This may include using safety equipment that goes above and beyond the minimum specifications and recommended equipment listed below.

1. Batteries:

1. NO batteries to be located in the drivers' compartment/cockpit.
2. The battery must be securely mounted with positive fasteners and brackets.
3. The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
4. One (1) mandatory battery disconnect switch must be installed. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch.

2. Seats:

1. Full containment type seats constructed of aluminum to the general design specifications of SFI 39.2 standards are highly recommended. Design should include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
2. Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and a base seat acceptable to the seat manufacturer. Components should include comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer's instructions.
3. Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is trimmed to a distance that is less than the most forward surface of the drivers helmet (usually the area crossing the chin) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch.
4. Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.

3. Restraints:

1. The use of a 5, 6 or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED no exceptions. All driver restraint systems shall not be in excess of 3 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.

4. Window Nets:

1. Window Nets certified to SFI Spec 27.1 are highly recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.

5. Driver Worn Equipment:

1. A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is REQUIRED.
2. A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.

3. Gloves certified to SFI Spec 3.3/5 are REQUIRED.
 4. Socks and Shoes certified to SFI Spec 3.3 are REQUIRED.
 5. Head and Neck Restraint Devices/Systems are Highly Recommended
 6. At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions
- 6. Drive Line:**
1. A driveline "sling" is REQUIRED.
- 7. Cockpit Tubs:**
1. Eighteen (18)-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.
- 8. Fire Suppression:**
1. An in-car Fire Suppression system is Highly Recommended.
 2. All race cars should be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.
 3. All systems must meet or exceed SFI 17.1 specifications.
 4. Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
 5. Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.
 6. The cylinder must be connected to the nozzles with steel or steel reinforced lines.
 7. Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area.
 8. An optional manual override cable may be added to the system.
9. Drivers under the age of 18 are REQUIRED to have a HEAD SOCK, window net, gloves, and either a neck collar or a head and neck restraint system in addition to all other required safety equipment in place.

Other

1. No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.
2. Windshield screens with a minimum of .090 inch screens must be securely fastened. Three windshield bars in front of the driver are recommended.
3. An electrical engine shut off switch is required. The switch must be clearly labeled and within the reach of the driver.
4. A fuel shut off valve is required. The valve must clearly labeled and within reach of the driver.
5. Flame retardant seat, roll bar, knee and steering pads or padding are recommended.

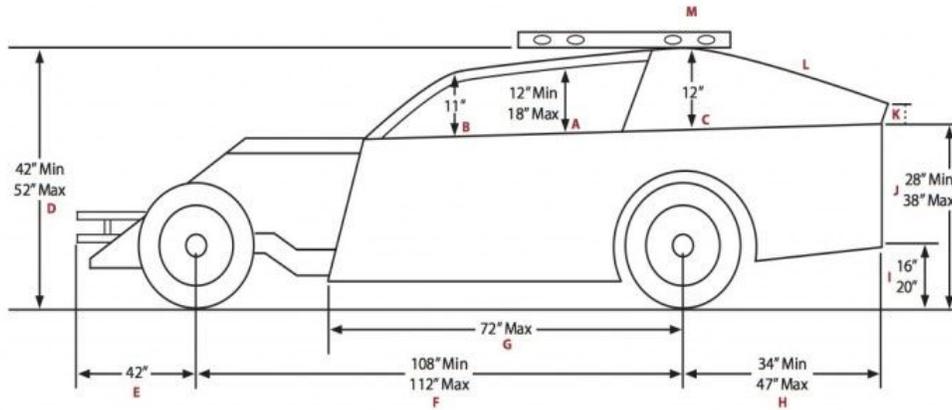
Roll Cage

1. All cars must have a roll cage. The roll cage must be approved prior to competition and it must be welded to the frame. The driver's head must not protrude above the top of the roll cage with the driver's helmet on. The top of the roll cage must extend above the top of the driver's helmet by a minimum of one (1) inch. The entire roll cage and all roll bar pieces must be fabricated from magnetic steel a minimum of .095" in thickness.
2. The driver and right side door bars must be parallel to the ground and located perpendicular to the driver. There must be right side door bars. The side bars must be welded to the front and rear of the roll cage. No brazing or soldering is permitted. The door bars must have a minimum thickness of .095" and must have a minimum of 1-1/2" diameter. On the driver's side there will be a minimum of three (3) door bars.
3. Foot protection is mandatory. One piece of magnetic steel tubing, a minimum .095" in thickness, must be fastened and/or welded across the back of the engine with vertical tubing a minimum of .095" thick.
4. The door side roll bars are mandatory and must extend into the door panels.
5. The roll cage must consist of continuous hoops that are no less than 1-1/2" in diameter and must a minimum thickness of .095".
6. The roll cage must be mounted securely (welded) to the frame in a minimum of 6 (six) places.
7. The roll cage must consist of a configuration of front and rear hoops connected by tubing on the sides and/or side hoops. Roll cage must be securely supported and braced. Gussets to brace any portion of the roll cage will be permitted.

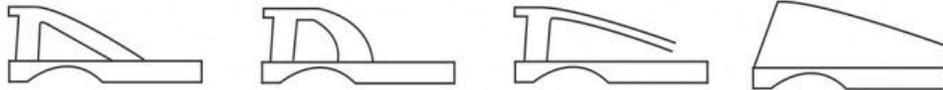
Electronic Devices & Traction Control

1. All electronic and/or computerized wheel spin and/or acceleration retardation traction control devices will not be permitted. Controlled timing devices attached to or controlling accelerator or rotation of wheel will not be permitted. GPS and/or any other type of electronic tracking and/or locating device will not be permitted.
2. All traction control devices utilizing wheel sensors and/or any means of measuring ground speed to control wheel spin will not be permitted.
3. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls will not be permitted in cockpit or driver accessible areas.
4. Adjustable restrictor plates will not be permitted.
5. Any remotely controlled components inside or outside the cockpit of any competitor's race car will not be permitted.
6. Radios or devices for transmitting voice or data will not be permitted, either in the racecar or on anyone connected with the car.

- A. Window opening - 12" Min - 18" Max
- B. Front edge of roof to interior deck - 11" Min
- C. Rear edge of roof to interior deck - 12" Min
- D. Highest point of roof to ground - 42" Min - 52" Max
- E. Center of front wheel to front edge of front bumper - 42"
- F. Wheelbase: Center of rear wheel to center of front wheel - 108" Min - 112" Max
- G. Center of rear wheel to front edge of door - 72" Max
- H. Center of rear wheel to rear edge of quarter panel - 34" Min - 47" Max
- I. Center of lowest bar on rear bumper to ground - 16" Min - 20" Max
- J. Deck height to ground - 28" Min - 38" Max
- K. Rear sail panel height 2" Max
- L. Sail panel curve from rear of roof to rear of panel - 2" Max
- M. Sail panel bow from bottom to roof - 2" Max



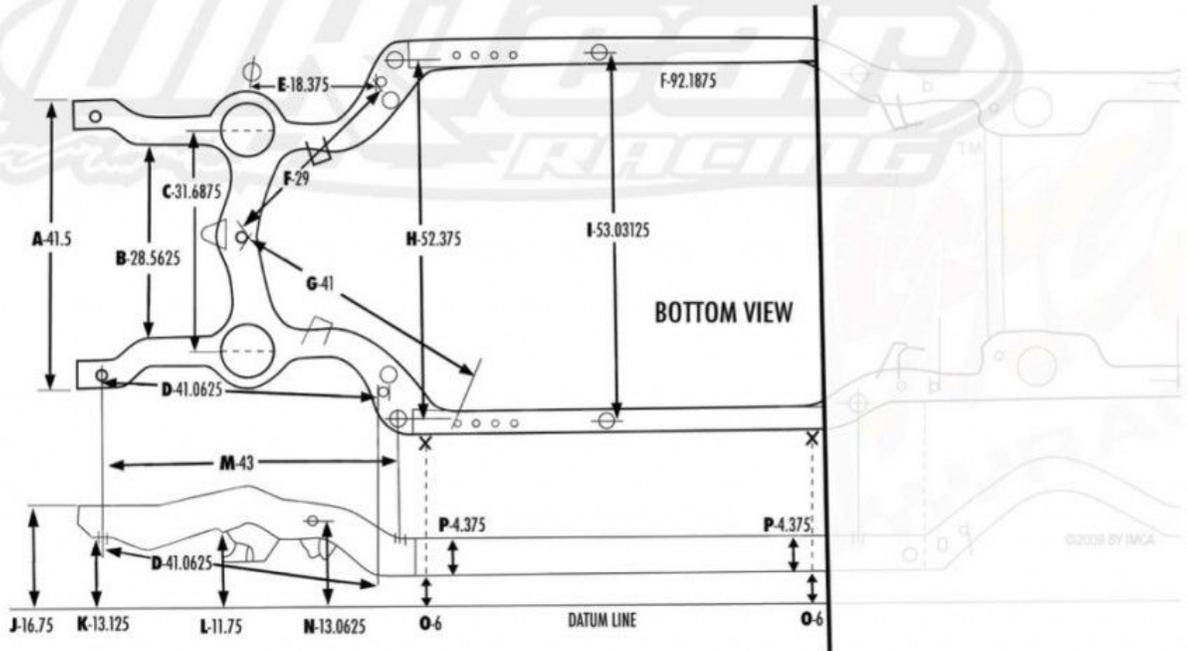
ACCEPTABLE ALTERNATE ROOF POSTS
(Window openings must be same on both sides)



- Dimensions are to either the top or bottom surface of the frame rail as indicated.

- Some dimensions may not apply as frame can be trimmed for front bumper.

- All dimensions must be within 0.250-inch tolerance. Exception is variances officials verify as crash damage.



A. 41.5 - inches to outside of frame rail

B. 28.5625 - inches between side rails at lower steering gear bolt and idler arm mounting surface.

C. 31.6875 - inches TRAM top side between upper control arm inner shaft seats (at shim contact area).

D. 41.0625 - inches from center of hole (frame horn bottom), to front edge of hole.

E. 18.375 - inches from center of lower ball joint grease fitting, to front edge of hole. Maximum difference of 0.5 inches from side to side of frame.

F. 29 - inches from rear edge of hole, to front edge of hole.

G. 41 - inches from rear edge of hole, to front edge of hole.

H. 52.375 - inches from center of hole to center of hole.

I. 53.03125 - inches from center of hole to center of hole.

J. 16.75 - inches to top surface of side rail.

K. 13.125 - inches to bottom surface of side rail.

L. 11.75 - inches from bottom surface of side rail (just forward of coil spring opening) to datum line.

M. 43 - inches measured from center of hole to center of hole.

N. 13.0625 - inches center of hole to datum line.

O. Locations for measuring ride height. Dimensions J, K, L and N should be measured at 6 inch ride height.

P. 4.375 - inches from top to bottom of side rail surface.