

Red Dirt Raceway – 2021 Sport Modified Rules

AGE REQUIREMENT

-Drivers must be a minimum of 16 years. See general rules for more info on drivers younger than 18.

Northern sport modifieds will run under Northern rules ONLY and Southern sport modifieds will run under Southern rules ONLY. There will be NO mixing of the rules what so ever! These cars have proven to be equal to and competitive with each other as long as they stay within their own rules. **USRA Limited Mods and B-Mods are legal to run and will run strictly under USRA Limited Mod rules or USRA B-Mod rules from USRARacing.com.**

SOUTHERN RULES

1. SAFETY EQUIPMENT: Rules apply at all times car is on track. Snell-rated SA2010 or SA2015 helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Maximum four inch tall visor attached to window net. Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.
2. FRAME: 1978-1987 OEM midsize GM metric full frame only. Minimum wheelbase 107 inches, maximum 109 inches, both sides, maximum one inch difference from side to side. Frame must be full and complete, cannot be widened, narrowed, shortened, lengthened, or be cut, bent, or altered to change suspension brackets, except upper control arm brackets on front end. All frame bolt holes must remain in OEM location. Front frame horns may be removed in front of steering box. Front frame may be cut for radiator clearance. Frame may be notched for seat clearance. Transmission crossmember mounts may be removed, no further forward than frame welds. Rear of frame, behind upper shock mounts, may be replaced with round, square, or rectangular tubing. No part of frame or body can be lower than five inches from ground except front crossmember. No underslung or other frame alterations allowed.
3. ROLL CAGE: Must consist of continuous hoops, minimum 1.5 inch O.D. tubing, with a minimum wall thickness of .095 inch for main cage. Cages must be steel or chrome-moly. Main cage no further forward than rear of engine and no further back than front edge of rear tire. Four bars, two per side, may extend from main roll cage to main frame points in front of the upper control arms. These bars may have two additional braces per side to the main frame. Six bars may extend from the main cage to the rear. X-bracing is allowed. Driver's head must not protrude outside cage with helmet on. Roll cage must be

securely supported and braced with minimum one cross bar in top halo. All bars forward of cage must be lower than hood.

4. DOOR BARS: Minimum three driver side door bars required, minimum 1.5 inch O.D. and .083 inch wall thickness, must be parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Minimum two passenger side door bars required, must have at least one cross door bar, horizontal or angled, and one horizontal top door bar. Steel door plate, 18 gauge or .049 inch, required.

5. BODY: No composite or plastic body panels allowed except roof rock guard and hood scoop. Body and interior deck must be same width, front to rear, and parallel to OEM frame. Aluminum nose panel must be flat. Maximum 2.250 inch side fins allowed on aluminum nose. IMCA-approved plastic nosepieces allowed. Nose must be mounted in an approved manner and can extend no higher than front top of hood. Nose piece must remain inside confines of front bumper (exception is plastic valance) and be no lower than four inches below frame horns. Cooling holes allowed. Engine compartment must remain open (no side panels). Hood must cover radiator, be level or sloped down at front, enclosed and maximum two inches above interior deck at rear. No reverse hood rake allowed. No panel in front of right door to engine compartment. No inner panels. No complete or half-car covers, rear tail cover allowed in personal pit area only. Must have front and rear roof support posts. Driver and passenger side windows must have at least 12 inch opening (height and width). Full size, fiberglass or aluminum roof only (see diagram). No dished roofs allowed. Driver roof hatch allowed. Maximum 1.5 inch rolled down rock guard allowed on roof front. Maximum four inch roof sides allowed. Maximum one inch ridge down sides of roof. Maximum one inch rear roof stiffener (must face down). Solid sail panels must resemble all aspects of drawing and may not extend ahead of back of seat. Rear spoiler (optional) may be minimum one inch or maximum eight inches in material height and maximum 67 inches wide. Spoiler may have rear stiffener, must be one inch or more down from top. Maximum three spoiler braces allowed, must be mounted in line. Spoiler braces must resemble all aspects of drawing. Spoiler must be mounted within confines of spoiler braces. No fins, lips, wings or vortex generators allowed. Maximum four inch plastic skirting allowed on bottom of doors and quarters. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car; six inches tall on front and rear.

6. DRIVER COMPARTMENT: Must have minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no further back than steering wheel. Floor pan must be metal or aluminum and cover entire driver compartment. Aluminum high-back seat only, must be securely bolted, using minimum 0.375 inch bolts, to roll cage and support system. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, cannisters and pumps. No oil coolers allowed in driver compartment. No devices that would enable driver adjustment to alter wheelbase or for weight jacking while car is in competition. No mirrors of any kind.

7. FRONT SUSPENSION: All components and mounts must be steel, unaltered OEM, in OEM location, and match frame. All A-frame bushings may be aftermarket, but no offset or bearing type. No sway bars or jack bolts allowed. Exceptions are: adjustable spring buckets are allowed. OEM upper A-frame mount may be moved or replaced (OEM material no longer required) with aftermarket steel non-adjustable mount matching upper A-frame bolt on design. OEM upper A-frame may be replaced using aftermarket upper A-frame and must be IMCA approved. Upper solid steel shock mount may be maximum four

inches above frame. Lower A-frame mount may be notched for clearance. OEM or OEM replacement ball joints allowed, may be tacked in. No suspension stops of any kind allowed.

8. STEERING: All components must be steel, unaltered OEM, in OEM location and match frame. Exceptions are: tie rod adjusting sleeve may be replaced with 5" steel tube, replacement spindle with Speedway Motors raised cast - part number 91034501; bolt on OEM spindle savers allowed; steel steering shafts and knuckles only. Steering quickener (optional), steering wheel and quick release (required) may be aluminum. Power steering pump and reservoir must remain one unit. Driver compartment steering may be modified, must be kept on left side. No rack and pinion.

9. SHOCKS: One unaltered steel, nonadjustable, OEM mount shock, in OEM location, per wheel. All shocks must completely collapse at any time. No external or internal bumpers or stops. Mounting spacers and weld or screw-on shock ends allowed. No coil-over shocks, air shocks, remote reservoir shocks, or shock covers. No Schrader or bladder type valve allowed.

10. SPRINGS: One steel closed end spring (racing allowed) per wheel only. Minimum 5.5 inches (front), minimum 4.5 inches (rear) O.D., non-progressive coils only. No torsion bars or air bags.

11. REAR SUSPENSION: All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM location, and match frame. No jack bolts allowed. Adjustable spring buckets allowed, may be dropped as long as they remain in OEM location. If upper spring cup uses all thread, it must be securely welded to chassis. Lower spring cups must be centered on housing. Control arms may be reinforced, but cannot be shortened or lengthened, must remain OEM length. All control arm bushings may be aftermarket, but no offset or bearing type. Bushings cannot be drilled. No suspension parts may be altered or lightened. No aluminum parts allowed, other than bushings. No suspension stops of any kind allowed.

12. REAR END: Must use OEM 7.5 inch GM 10 bolt rear end (bracing optional), must remain stock width. No Ford or floater rear end allowed. Housing end, from control arm mount out, may be modified with three inch tubing to accept nine inch Ford axle. If Ford axles are used, rearend must remain minimum GM width or maximum three inches wider. Steel components only. OEM mounts on lower control arms must remain in OEM location on original 7.5 inch tube housing. Aftermarket axles, mini-spools and C-clip eliminators allowed. Locked rear ends only, no torque dividing differentials allowed. No full or aluminum spools allowed. Pinion angle cannot be changed. Any gear ratio allowed but housing must remain unaltered. No quick change devices.

13. BUMPERS/RUB RAILS: (see diagram) Steel bumpers must be on front and rear and welded, or mounted with minimum 0.375 inch bolts. Two bar front bumper must be minimum 1.25 inch O.D. tubing with minimum .065 inch wall thickness (maximum 0.095 inch) mounted frame end to frame end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center. Rear bumper must be constructed of solid square, or minimum 1.25 inch O.D. tubing with 0.095 wall thickness, (similar to diagram), maximum six inches beyond rear deck, no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard. All bumpers and rub rails must be capped with no sharp edges. Single bar rub rail from front to rear wheel allowed on each side, no center supports allowed,

maximum 1.50 inch O.D. tubing and .095 inch wall thickness, must be mounted to cage at front and rear of rub rail.

14. TIRES/WHEELS: Must use unaltered Hoosier '500' Race tire. 27 x 8 x 15 or 26.5 x 8 x 15 'stagger tire' allowed with no chemical softening, conditioning or grooving of Hoosier 500 tires. Tires may be ground or straight sided within confines of tread. All wheels must be unaltered and be "IMCA Approved." Any offset allowed. May use IMCA approved bead lock, on right rear only. External steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75-inches. Steel bolts only. Foam type or securely bolted plastic outer mud cover allowed on right side wheels. Outer mud cover mounting tabs and rings must be integral to the wheel or bead lock or be securely welded to wheel. Aluminum inner mud cover allowed on left rear only. No bleeder valves. Must use minimum one inch O.D. steel lug nuts and 0.625 inch studs are recommended. Aluminum wheel spacers only. Wheel adapters are treated as spacers, maximum 1.50 inches thick. TIRE OPTION--->Approved 8" or 10" asphalt pull offs will be allowed as a tire option. Pull off tires must durometer 50 or harder(at any time) and can be grooved. No chemical softening or conditioning. 10" wheels may be used with 10" wide tires. Must run either all(4) asphalt pull offs or all(4) Hoosier 500's. You must stay on the same type of tire for the entire event--->If you hot lap on Hoosier 500's then you must stay on Hoosier 500's all night and vice versa....This rule is in place to give the racers a cheaper tire option!

15. BRAKES: Must be steel OEM, operative four wheel, drum or disc. Right front brake shut-off allowed. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. No oil bath front hubs. Bolt pattern may be changed. Larger studs allowed. Single or dual aftermarket master cylinders allowed. Driver adjustable dual pedal brake bias allowed. Additional proportioning valve (in-line type) allowed, must be out of driver reach. Rear rotors may be aftermarket, minimum 0.81 inch thickness (new), maximum 12 inch O.D. Vented solid surface rotors only, no scalloped or ceramic coated rotors. Rear caliper brackets must be welded to housing.

16. EXHAUST: Must use one of following header part numbers: Schoenfeld - GM #161, #151, #151E, or GM #161CM, #151CM, #151ECM (for crate motor) with 1.625 inch tubes and three inch collector. Chrysler: #451, #461. Ford: #351, #361, #562, #562-4B. Dynatech – GM #701-16210, #701-10010. Collector and turn down length maximum nineteen inches total. No header modifications allowed. No pan evac systems, exhaust sensors, merge collectors, cross-overs, inserts, cones or balance tubes. Coated headers allowed. Mufflers are optional...

17. FUEL SYSTEM: Racing fuel cell required, maximum 22 gallon capacity (Recommended: 12 gallon), must be in minimum 20 gauge steel container. Must mount with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inch thick, between frame rails and behind rear axle. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel shut-off recommended. No part of cell can be lower than protective tubing. No regulators, bypass fuel systems, pressurized, or return lines allowed. One fuel filter allowed. No cool cans. Any air cleaner allowed. No cold air boxes or ducting of any kind between engine and hood. Mechanical OEM type push rod fuel pumps only. Maximum 0.100 inch thick carburetor gaskets on all engines. CLAIM ENGINE: must use IMCA approved naturally aspirated, unaltered 500 c.f.m. Holley – part no. 0-4412, may be modified to Holley HP Dorton part no. 0-80583-1 specs only. Float bowl must face forward. Any adapter, maximum one inch thick. No throttle bore adjustable carburetor spacers. GM CRATE ENGINE: may use any Holley four-barrel carburetor, all components (float bowls and main body) must be Holley manufactured. Metering blocks and base plate may be billet aluminum non-Holley. No aerosol-style carburetors allowed. May use Speedway Motors part #545-64940 or Moroso part #64940 carburetor spacer on crate.

18. FUEL: Gasoline only. Racing fuel allowed. No E85. No performance enhancing additives or scented additives. Fuel must pass both dielectric meter and chemical tests. Fuel sample may be taken from any car at any time.

19. WEIGHT: Minimum weight limit of 2,350 pounds after race with driver in car. Ballast must not be used in driver compartment or outside body. All ballast must be securely mounted with at least two 0.5 inch bolts, painted white with car number on it. No titanium, magnesium, stainless steel, carbon fiber or tungsten components. Solid steel fasteners only.

20. BATTERY/STARTER: One 12 volt battery only, must be securely mounted between frame rails and positive terminal must be covered. Aftermarket starter allowed, must bolt in OEM location and directly engage flexplate/flywheel. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.

21. GAUGES/ELECTRONICS: No unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12 volt ignition system and OEM HEI style ignitions only. Ford/Chrysler must use HEI distributor. No crank triggers. Any module that fits inside distributor with no alteration allowed. Crate engine MUST use unaltered MSD #8728 or #8727CT rev-control and 6,200 rpm chip. Claim engine MAY use MSD #8728 or #8727CT rev-control with any rpm chip. No unapproved or additional ignition accessories allowed. All components must be out of reach of driver, but with rev-control easily accessible facing up or out for inspection. All wiring must be visible for inspection. Only gauges allowed are analog oil pressure, fuel pressure, brake bias, water temperature and tach. OEM type alternator with internal regulator allowed. No electronic traction control devices.

22. TRANSMISSION/DRIVE SHAFT: Only OEM production transmissions allowed. No aftermarket transmissions allowed. No 'in and out' boxes or quick change devices allowed. With engine running and car in a still position, must be able to engage car in gear and move forward, then backward. Functioning shift levers must be in OEM location. Transmission fluid coolers allowed. Flywheel, flexplate and converter must be steel. Automatic: Any OEM automatic transmission allowed. Must use functioning, minimum 10 inch diameter steel torque converter. No direct drives, couplers, valved pumps, or bleeder style valve bodies. Must have at least one forward gear and reverse gear, gears must function. Must have an approved scattershield constructed of .125 inch by three-inch steel, 270 degrees around top of flexplate. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing. GM automatic must be used with GM engine, may be used with Ford or Chrysler engine. Stall converters allowed. Steel OEM style flexplate only, must be bolted directly to end of crankshaft. No bump starts allowed. Manual: Three, four or five speed OEM manual transmissions only. All gears must function. Must have functioning 10.5 inch minimum diameter clutch and OEM appearing pressure plate bolted directly to steel flywheel. These components must rotate, consistent with engine rpm, while car is in any gear. Must use explosion-proof steel bellhousing 180 degrees around top of clutch and flywheel. No mini-clutches or couplers. Minimum 9-inch diameter Ford clutch allowed. Hydraulic slave cylinder/throw out bearing allowed. Drive Shaft: Steel slip-yokes only. Minimum two inch diameter, white, steel drive shaft only. 360-degree drive shaft loop required, constructed of at least 0.125 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint.

23. ENGINE COMPARTMENT: Rear of engine (bellhousing flange) must be mounted at least 70 inches forward from centerline of rear axle. Minimum 11 inch engine height from ground to center of crankshaft. One radiator allowed, steel or aluminum, 27 inches by 19 inches maximum in size, must be mounted in front of engine. Racing cap and electric fans allowed. No sprinklers. Power steering pump and reservoir must remain one unit and mount in front of engine. Side engine mounts only (OEM or 45-degree style) must be steel, aluminum mid-plate allowed. No vacuum pumps, oil coolers or remote oil filters. Belt driven, OEM style water pumps only, no aluminum water pumps on GM engine.

24. ENGINE OPTIONS AND SPECIFICATIONS: All cars utilizing the GM602 crate engine must clearly display on both front roof posts the Chevrolet Performance emblem. (A) CRATE ENGINE: Must use unaltered sealed GM #88958602 or #19258602 crate engine. Effective January 1, 2019, all GM 602 Crate engines must have IMCA Cable-Lok seals. Upon inspection, any different, altered or missing GM seal bolts will result in penalty. GM seal bolt exception is IMCA approved and issued Cable-Lok repair system, and oil pan may be replaced by IMCA certified repair center with IMCA approved Champ pan #CP57LTRB and Champ pick-up #1012SB. Any driver using crate engine cannot claim engine or have engine claimed. During same season, no driver is allowed to claim an engine after competing with a crate. If a driver switches to a crate after claiming an engine, the crate engine is then claimable. (B) CLAIM ENGINE: All engines must be able to be used in conventional passenger car without alterations. External engine casting and threaded holes cannot be altered. BLOCK: OEM steel passenger vehicle production block only. No GM bowtie, Ford SVO or Chrysler W-2 components allowed. GM approved blocks are: 10105123, 10066034, 283, 302, 305, 307, 327, 350. Ford: 260, 289, 302, 351. Chrysler: 273, 318, 340, 360, no hemis. Maximum cubic inch limits: GM 364, Ford 363, Chrysler 370, no tolerance. No 400 or larger cubic inch parts allowed. Any flat top or dished pistons allowed, no gas ported pistons. Stroke must match block. Maximum 175 lbs. per cylinder compression, no tolerance. Compression checked with one spark plug removed, turned five engine compression revolutions (with throttle closed). Engines may be balanced and block decked. Oil filter system must remain OEM. 'Wet' sump oiling system only. No accumulators or external oil lines. OEM or OEM appearing replacement steel crankshaft only - cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws allowed. OEM or OEM cast appearing replacement steel rods only - GM must use maximum 5.7-inch rod or GM Vortec rod part number 10108688. Cap screw rods allowed. No splayed main caps. Racing oil pans allowed. Mandatory one inch inspection hole in all pans - no obstructions to crank and rods. Engine bolts may be aftermarket. Fluid dampener balancer allowed. No roller bearings allowed. CYLINDER HEADS: Steel only. GM OEM approved head numbers are (last 3 digits): 126, 185, 336, 441, 445, 487, 487X, 493, 598, 624, 862, 882, 920, 993, 997, with valve no larger than 1.94 inch intake and 1.50 inch exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I, (EQ) Chrysler part number CH318B, World Products Ford part number 53030 - 1.250 inch (\pm .015 tolerance) maximum O.D. valve springs. All SR heads must remain as produced, seat angles and valve sizes can not be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ or World Products head, for any reason). No porting, polishing, or unapproved alterations allowed to ANY cylinder head or intake, disqualification and \$250 fine if illegal. Any cast iron OEM Ford and Chrysler heads allowed with valves no larger than 2.04 inch intake and 1.70 inch exhaust. Headers must bolt directly to heads with correct numbers. No vortec, bowtie, SVO, or W-2 heads allowed. Flat milling allowed. Guide plates, screw-in shouldered studs (0.375 inch max) and polylocks allowed. No stud girdles. Steel roller tip rocker arms allowed. Chrysler may use OEM rocker arm bars. Any length push rods allowed. OEM diameter springs (GM - 1.250 inch maximum O.D.) must match heads, no beehive

valve springs allowed. INTAKE: Unaltered, approved OEM cast iron low rise, two- or four-barrel. Only unaltered (no porting or polishing) aftermarket aluminum intakes allowed are: Weiand GM #7547, #7547-1; Ford #7515, #8023 or #7516; Chrysler #8022; Edelbrock GM #2701; Ford #7121, #7181, #7183; Chrysler #2176. Cooling lines allowed on aluminum intakes. Ford may use OEM aluminum intake, no under air or hi-rise. CAMSHAFT: Conventional flat tappet cam and lifters allowed, cannot alter lifter bores. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). No maximum cam lift. No vacuum rule. Must be chain driven, no gear/belt drives.

25. ENGINE CLAIMING RULES

A) \$1050 cash and exchange claim on engine... The top 3 feature finishers engines may be claimed by highest finishing other driver who finishes no worse than 10th in the feature. Must claim within 15 minutes after that feature finish at the line up board with cash present. If "clamee" refuses to release engine than all money and points accrued for that night of racing are forfeited. \$25 goes to wrecker for pulling engine and \$25 goes to official. (B) Claim does not include - 1. flywheel, 2. clutch, 3. pressure plate, 4. bellhousing, 5. breathers, 6. carburetor, 7. starter, 8. motor mounts, 9. oil/temp. sending units, 10. fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16. fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor, 20. headers. (C) Legality of motor will not be checked during engine swap process....YOU GET WHAT YOU GET!

OR

NORTHERN RULES

1. SAFETY EQUIPMENT: Rules apply at all times car is on track. Snell-rated SA2010 or SA2015 helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Maximum four inch tall visor attached to window net. Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

2. FRAME: 1964 or newer OEM perimeter American rear-wheel drive passenger car frame only. No sport car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Exceptions are: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of steering box and notched maximum one inch at bottom for tie rod clearance; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of left side frame rail, left top frame rail can be

removed inside cockpit. Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width shall not exceed 78 inches from outside of tire to outside of tire. For cars using OEM rear suspension design, rear of frame behind rear tires no further forward than one inch behind factory seam, may be replaced with two inch by three inch steel tubing with 0.095 inch wall thickness. No part of frame or body can be lower than four inches from ground except front crossmember and rear underslung.

3. ROLL CAGE: Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame-mounted in at least six places. Recommended: low carbon or mild steel. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.

4. DOOR BARS: All driver side door bars and uprights must be minimum 1.5 inch O.D. with 0.083 inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25 inch O.D. with 0.083 inch wall thickness, and one horizontal top door bar, minimum 1.5 inch O.D. with 0.083 inch wall thickness. Steel door plate, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat. Must be visible for inspection.

5. BODY: No composite or plastic body panels allowed except roof rock guard and hood scoop. Body and interior deck must be same width, front to rear, and parallel to OEM frame. Aluminum nose panel must be flat. Maximum 2.250 inch side fins allowed on aluminum nose. IMCA-approved plastic nosepieces allowed. Nose must be mounted in an approved manner and can extend no higher than front top of hood. Nose piece must remain inside confines of front bumper (exception is plastic valance) and be no lower than four inches below frame horns. Cooling holes allowed. Engine compartment must remain open (no side panels). Hood must cover radiator, be level or sloped down at front, enclosed and maximum two inches above interior deck at rear. No panel in front of right door to engine compartment. No inner panels. No complete or half-car covers, rear tail cover allowed in personal pit area only. Must have front and rear roof support posts. Driver and passenger side windows must have at least 12 inch opening (height and width), measured at center of window, between lowest point at top and highest point at bottom. Solid sail panels only. Roof must be fiberglass or aluminum, full size and rounded down in all directions (see diagram). No dished roofs allowed. Driver roof hatch allowed. Maximum 1.5 inch rolled down rock guard allowed on roof front. Maximum four inch roof sides allowed. Maximum one inch ridge down sides of roof. Maximum one inch rear roof stiffener (must face down). Sail panels must remain within the dimensions of drawing and may not extend ahead of back of seat. One piece rear spoiler allowed, maximum five inches in material height and maximum 66 inches wide. Spoiler may have maximum one inch rear stiffener, must be one inch or more down from top. Maximum three spoiler braces allowed, must be mounted in line. Spoiler braces must resemble all aspects of drawing. Spoiler must be mounted within confines of spoiler braces. No additional fins, lips, wings or vortex generators allowed. Maximum four inch plastic skirting allowed on bottom of doors, quarters and nose. No reflective doors or quarter panels. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car; six inches tall on front and rear.

6. DRIVER COMPARTMENT: Must have minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than steering wheel. Minimum 0.125 inch aluminum, or 0.060 inch steel, complete floor pan required. Aluminum high-back seat only and must be bolted in, using minimum 0.375 inch bolts, next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps. Accumulators cannot be mounted between driver and left-side door bars. No driver-adjustable devices allowed while car is in competition except brake adjuster. No mirrors of any kind.

7. FRONT SUSPENSION: All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts. Exceptions are: tube-type upper A-frames with or without aluminum or steel cross shaft, and mounts can be moved; stamped steel OEM replacement lower A-frames; rubber, nylon or steel lower A-frame bushings, no offset or bearing type; one welded shock mount on lower A-frame; no screw jack type shock mounts; OEM or OEM replacement rebuildable ball joints allowed. Lower A-frames must be right and left, and of same design. Lower A-frame mounts and bolt holes on frame must be within OEM specifications. No sway bar. No suspension stops of any kind allowed.

8. STEERING: No rack and pinion. All components must be steel, unaltered OEM, in OEM location. Exceptions are: outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625 inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only; unaltered, OEM replacement Pinto spindles with 'IMCA' raised cast; replacement spindle with Speedway Motors raised cast - part numbers 91034501 and 91034511; bolt on spindle savers allowed; steel steering shafts and knuckles only; driver compartment steering may be modified, must be kept on left side. Spindles must be right and left, and of same design. Quick release required - steering quickener and steering wheel may be aluminum. Idler arm, pitman arm, and center link must match frame.

9. SHOCKS: One steel, nonadjustable, unaltered shock per wheel only. All shocks must completely collapse at any time. No external or internal bumpers or stops. One shock mount allowed, must be welded. No shocks allowed on screw jacks. No bulb-type, threaded body, coil over, air, or remote reservoir shocks. Maximum 2.125 inch O.D. shock body. No Schrader valves or bladder type valve allowed. Front half may be shielded.

10. SPRINGS: One steel coil or multi-leaf (rear) closed end spring per wheel only. Minimum 4.5 inches O.D., maximum 13 inch free height, non-progressive coils only. No torsion bars, air bags, inner liners or spring rubbers allowed.

11. REAR SUSPENSION: All components must be steel. No covers allowed. All mounts and brackets must be welded or bolted solid. Coil springs must remain vertical and over center line of rearend housing. No coil-over eliminators allowed. No chains, cables or tethers. Exception is: solid safety chains securely mounted from upper frame rails directly to axle tubes allowed (must have slack during inspection), no springs or rubbers allowed. Rear shocks must be mounted to bracket below bottom of axle tube and to upper frame rail, and must be located behind rear-end housing. All rear control arms and panhard bars must be straight. Must utilize one of the following designs: (A) Aftermarket three link design requirements: Must use 16 inch minimum, 24 inch maximum lower control arms. Must use one upper control arm, solid tube only, centered over drive shaft front to rear (one inch tolerance). Must use minimum 23 inch panhard bar located behind rear end housing. Lower spring perch must be welded to rear-end housing. Bottom of rear spring must remain within 0.75 inch of the axle tube. Must use steel

upper weight jack. No floating or bearing rear spring perches/cups allowed, top or bottom. No suspension stops or adjustable underslung of any kind allowed. (B) Multi-leaf spring design requirements: Must use steel multi-leaf springs with no additional suspension components besides one shock per wheel. Adjustable aluminum lowering blocks allowed. (C) OEM stock design requirements: Rear crossmember, control arm mounts and bolt holes on frame must be in stock location. All components must be unaltered, approved OEM, and match frame. Control arms cannot be altered in any way. Steel, rubber or nylon control arm bushings only. Springs must remain in stock location. Lower spring perch must be welded to rear-end housing. Must use steel upper weight jack.

12. REAR END: Any steel approved OEM passenger car or truck rear end (housing and carrier) allowed. Mini-spools only. Safety hubs (floater) allowed. Solid steel axles only. All additional components must be steel, except lowering blocks, axle caps, U-joint caps, and one piece drive flange. One inch inspection hole in housing required. No scalloped ring gears, cambered rear ends, heavyweight axle tubes (max .250" wall) or housing braces. Ring gear, center section and yoke cannot be lightened.

13. BUMPERS: Steel bumpers must be on front and rear and welded, or securely mounted with minimum .375 inch bolts. Rear bumper must be capped, constructed of solid square, or minimum 1.25 inch O.D. tubing with 0.095 wall thickness, (similar to diagram), maximum six inches beyond rear deck, no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard. Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center. All bumpers and rub rails must be capped with no sharp edges.

14. TIRES/WHEELS: Must use unaltered Hoosier Race tire, G60-15 with no chemical softening, conditioning, or grooving of tires. Tires may be ground or straight sided within confines of tread (not past factory straight line). No re-caps. All wheels must be unaltered, three or four inch backspace. No wheel adapters, spacers or bleeder valves. May use IMCA approved bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75 inches. Must use only steel bolts. Foam type or securely bolted plastic outer mud cover allowed on right side wheels. Outer mud cover mounting tabs and rings must be integral to the wheel or bead lock or be securely welded to wheel. Aluminum inner mud cover allowed on left rear only. Must use minimum one inch O.D. steel lug nuts. TIRE OPTION--->Approved 8" or 10" asphalt pull offs will be allowed as a tire option. Pull off tires must durometer 50 or harder(at any time) and can be grooved. No chemical softening or conditioning. 10" wheels may be used with 10" wide tires. Must run either all(4) asphalt pull offs or all(4) Hoosier 500's. You must stay on the same type of tire for the entire event--->If you hot lap on Hoosier 500's then you must stay on Hoosier 500's all night and vice versa....This rule is in place to give the racers a cheaper tire option!

15. BRAKES: Must be steel approved OEM, operative four wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. No oil bath front hubs. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket 0.81 inch thickness (new). Vented solid surface rotors only, no scalloped or ceramic coated rotors. No brake shut-off or pressure sensitive devices. One front to rear proportioning device allowed. Brake lines must be visible. Rear caliper brackets must be welded or bolted solid to rear-end housing.

16. EXHAUST: Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. Collector and turn down length maximum nineteen inches total. Non-stepped, painted headers only. No heat wrap. All exhaust must go through mufflers, two per car, one

per header. No pan evac systems, exhaust sensors, merge collectors, cross-overs, inserts, cones or balance tubes. Mufflers are optional...

17. FUEL SYSTEM: Racing fuel cell required, maximum 32 gallon capacity (Recommended :12 gallon), must be in minimum 20 gauge steel container. Must be securely mounted behind rear axle, between rear tires, minimum four inches ahead of bumper, minimum 10 inches above ground. Must mount with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inch thick. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel shut-off recommended. Pick-up must be on top or right side of cell. One fuel filter allowed. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings or cold air boxes. Mechanical OEM type push rod fuel pumps only. Maximum 0.100 inch thick carburetor gaskets on all engines. All carburetors may be exchanged, style for style only, following same procedure as engine claim. Driver claiming carburetor may not claim engine or shocks on same night. CLAIM ENGINE: must use IMCA approved naturally aspirated, unaltered 500 c.f.m. Holley - part no. 0-4412, may be modified to Holley HP Dorton part no. 0-80583-1 specs only. Float bowl must face forward. Any adapter, maximum one inch thick. No throttle bore adjustable carburetor spacers. GM CRATE ENGINE: may use any Holley 4-barrel carburetor, all components (float bowls and main body) must be Holley manufactured. Metering blocks and base plate may be billet aluminum non-Holley. No aerosol-style carburetors allowed. May use Speedway Motors part #545-64940 or Moroso part #64940 carburetor spacer on crate.

18. FUEL: Gasoline only. Racing fuel allowed. No E85. Recommended: pump grade. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests. Fuel sample may be taken from any car at any time

19. WEIGHT: Minimum weight limit of 2,500 pounds, no tolerance, after race with driver in car. No ballast and/or loose objects in driver compartment, above interior deck or outside body. Ballast must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two 0.5 inch bolts. No titanium, magnesium, carbon fiber or tungsten products. Exceptions are: carbon fiber rock guard and hood scoop. Solid steel fasteners only.

20. BATTERY/STARTER: One 12 volt battery only, must be securely mounted between frame rails, and positive terminal must be covered. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race. Starter must bolt on block in OEM location and directly engage flexplate/flywheel.

21. GAUGES/ELECTRONICS: No unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12 volt ignition system and OEM HEI distributor only. Ford/Chrysler may use HEI distributor. No billet distributors or crank triggers. Ignition rotor, cap, coil and module must remain OEM appearing. All engines MUST use unaltered MSD #8728 or #8727CT rev-control and maximum 6,200 rpm chip for crate engine and maximum 7,000 rpm chip for claim engine. No unapproved or additional ignition accessories allowed. All components must be out of reach of driver, but with rev-control easily

accessible facing up or out for inspection. All wiring must be visible for inspection. Only gauges allowed are analog oil pressure, fuel pressure, brake bias, water temperature and tach. OEM type alternator with internal regulator allowed. No electronic traction control devices.

22. TRANSMISSION/DRIVE SHAFT: All forward and reverse gears must be operational, plus a neutral position. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward. Only OEM production transmissions allowed. No 'in and out' boxes or quick change devices allowed. Functioning shift levers must be in OEM location. One steel or aluminum OEM style/size flywheel or steel OEM style/size flexplate allowed, must be bolted directly to end of crankshaft. Automatic: Must be unaltered, two or three speed, OEM production case with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing. Original OEM bellhousing must have approved scattershield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. Only external lines allowed are for transmission cooler. Splined drive flange coupler or torque converter (10 inch minimum) only. No bump starts allowed. Manual: Must be unaltered, three or four speed, OEM production case and have a working 7.25 inch minimum diameter, steel and/or aluminum, single or multi-disc clutch and pressure plate bolted directly to flywheel/flexplate. These components must rotate, consistent with engine rpm, while car is in any gear. Must use explosion-proof steel bellhousing with one hole for throw out bearing lever or hose, must be 270 degrees around top of clutch and flywheel/flexplate area. Hydraulic clutch pedal allowed with manual transmission only. Drive Shaft: Steel slip-yokes only. Minimum two inch diameter, white, steel drive shaft. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint.

23. ENGINE COMPARTMENT: Rear of engine (bellhousing flange) must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within two inches of centerline of front crossmember with engine level. Minimum 11 inch engine height from ground to center of crankshaft. V-belt aluminum or steel pulleys only. Copper/brass or aluminum radiator only and must be mounted in front of engine. No vacuum pumps, oil coolers, remote oil filters or sprinkler systems.

24. ENGINE OPTIONS AND SPECIFICATIONS: All cars utilizing the GM602 crate engine must clearly display on both front roof posts the Chevrolet Performance emblem. (A) CRATE ENGINE: Must use unaltered sealed GM #88958602 or #19258602 crate engine. Effective January 1, 2019, all GM 602 Crate engines must have IMCA Cable-Lok seals. Upon inspection, any different, altered or missing GM seal bolts will result in penalty. GM seal bolt exception is IMCA approved and issued Cable-Lok repair system, and oil pan may be replaced by IMCA certified repair center with IMCA approved Champ pan #CP57LTRB and Champ pick-up #1012SB. Any driver using crate engine cannot claim engine or have engine claimed. During same season, no driver is allowed to claim an engine after competing with a crate. If a driver switches to a crate after claiming an engine, the crate engine is then claimable. (B) CLAIM ENGINE: All engines must be able to be used in conventional passenger car without alterations. External engine casting and threaded holes cannot be altered. BLOCK: OEM steel passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. GM approved block numbers are: 10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). Maximum compression ratio is 9.0 to 1, no tolerance. Compression ratio checked using Whistler and

cubic inches checked using pump, OR by visual inspection of part and/or casting numbers, pistons, etc. (track option which method is used). Flat top or dished pistons only, no gas-ported pistons. OEM or OEM appearing replacement steel crankshaft only - cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM cast appearing replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed. Cap screw allowed. No splayed main caps. Conventional flat tappet cam and lifters only, cannot alter lifter bores. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). May use oil restrictors. ‘Wet’ sump oiling system only. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection hole in all pans – no obstructions to crank and rods. Accumulator allowed. CYLINDER HEADS: Steel only. Must be unaltered approved OEM and minimum 76 cc combustion chamber (GM). Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum size valves on these heads are 2.02 inch intake and 1.60 inch exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I, (EQ) Chrysler part number CH318B, World Products Ford part number 53030 - 1.250 inch (\pm .015 tolerance) maximum O.D. valve springs. All SR heads must remain as produced, seat angles and valve sizes can not be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ or World Products head, for any reason); Ford - no SVO heads; Chrysler - no W-2 heads, 360 cubic inch heads only. No porting, polishing or unapproved alterations allowed to any cylinder head or intake, disqualification and \$250 fine if illegal. Guide plates, screw-in shouldered studs (GM 0.375-inch max) and polylocks allowed. No stud girdles. Steel roller tip rocker arms allowed. GM - 1.250 inch (\pm .015 tolerance) maximum O.D. valve springs, no beehive valve springs allowed. INTAKE: Unaltered, approved OEM cast iron low rise, two- or four-barrel. Only unaltered (no porting or polishing) aftermarket aluminum intakes allowed are: Weiand GM #7547, #7547-1; Ford #7515, #8023 or #7516; Chrysler #8022; Edelbrock GM #2701; Ford #7121, #7181, #7183; Chrysler #2176. Cooling lines allowed on aluminum intakes. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only.

25. ENGINE CLAIMING RULES

A) \$1050 cash and exchange claim on engine... The top 3 feature finishers engines may be claimed by highest finishing other driver who finishes no worse than 10th in the feature. Must claim within 15 minutes after that feature finish at the line up board with cash present. If “claimee” refuses to release engine than all money and points accrued for that night of racing are forfeited. \$25 goes to wrecker for pulling engine and \$25 goes to official. (B) Claim does not include - 1. flywheel, 2. clutch, 3. pressure plate, 4. bellhousing, 5. breathers, 6. carburetor, 7. starter, 8. motor mounts, 9. oil/temp. sending units, 10. fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16. fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor, 20. headers. (C) Legality of motor will not be checked during engine swap process....YOU GET WHAT YOU GET!

LS1 ENGINE OPTION

Northern, Southern, Limited Mod, B-Mod can utilize the LS1 ENGINE OPTION!!!
---LS1 ENGINE OPTION--->Any OEM produced Chevrolet LS style engine with an original bore of 4.06" or less will be allowed to compete in the Sport Modified class... This engine option can be used with any of the four(4) chassis/suspension/transmission rules packages(Southern Sport Mod, Northern Sport Mod, Limited Mod, or B-Mod)....The engine does not have to remain stock and can be utilized with any normally aspirated fuel/air deliver systems...Turbos, blowers, super chargers, etc not

allowed....ANYONE choosing an LS ENGINE package that uses an electric fuel pump producing over 10 PSI fuel pressure must have an onboard fire suppression system for the cockpit and engine compartment...ALL CARS choosing an LS ENGINE package must run approved asphalt "take off" tires with a durometer of 50 or harder(measured at ANY TIME)...Tires can be grooved but no siping, needling, softening, soaking, treating, or wrapping in plastic.

NOTE--->Red Dirt Raceway will monitor results and data constantly for purposes of maintaining equality among different rules packages. Red Dirt Raceway reserves the right to implement equality among cars by one of or a combination of three(3) things: 1. Requiring a RPM limiter(MSD #8728 rev-control, MSD #8727CT (digital) rev limiter), or MSD #6014CT(for use with LS1 engine option) with setting(Max RPM) determined by Red Dirt Raceway in accordance with acquired data.
2. Minimum air pressure(p.s.i.) rule for tires with psi determined by Red Dirt Raceway in accordance with acquired data.
3. Weight Penalty with penalty determined by Red Dirt Raceway in accordance with acquired data.
Although data will be acquired constantly, any implementation of above mentioned equality measures will be done on a month by month basis

Contact the track office at 405-318-0198 with questions.

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 EXPRESSED 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 competition director shall be empowered to permit reasonable and appropriate 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.