



602 CRATE/ MODIFIED HOBBY RULES:

ACCORDING TO CAR COUNT AND TIME RESTRAINTS, A NON QUALIFYING RACE WILL BE RUN EACH NIGHT TO REPLACE THE BEGINNER CLASS. THE RACE WILL BE RUN AFTER THE 602 A MAIN. THE RACE WILL PAY \$100 TO WIN. CARS WILL BE PICKED FROM THE BACK THIRD OF THE 602 QUALIFIERS. **EVERYONE GETS TO RACE**

A. Body rules same as Super and Limited Late Model

TIRES.... **Red Clay Series Rules**

A. Front- American Racer 48, 56 or PRO 2 & 3, Hoosier D21, 1350, D55, 1600, NLMT 3 & 4.

B. Rear- American Racer Left Rear Pro 2 with a Right Rear option Pro 2 or 4

C. ALL Tires must punch 45 before entering the track.

C. Any wheel permitted. 14” maximum width.

D Tires must have all numbers and names on the tire. No grinding off numbers or names.

E. Tires may and will be confiscated at any time the officials deem necessary for samples or to check for tire prep in or outside the tire. SCR has a NO tolerance rule for tire treatment or prep to tires. If SCR takes a sample from you, your money will be held until the results have been returned to SCR. SCR tech official’s decision will be final and there will be NO resending of the samples.

BRAKES & ROTORS:

A. NO super-lite hubs or Oil-filled hubs or rotors made from exotic material.

B. All rotors must be STEEL ONLY. No carbon fiber brakes, No titanium brakes or other exotic material brake systems. NO ROTORS LESS THAN .810 IN THICKNESS PERMITTED.

REAR END:

**Standard quick change rear end permitted. No titanium or exotic materials axels, spools, gears, or other materials inside the rear end. No small 8 in. Tiger or Winters Rear ends permitted.
No lead bolted to the rear end.**

TRANSMISSION: Bert or Brinn permitted. No low-drag or 2nd generation transmissions allowed SHOCKS & SPRINGS

A. Racing shocks permitted.

B. No adjustable or canister shocks permitted.

C. One working shock per wheel except LR

D. NO STACK SPRINGS (3inch MAX HEIGHT BUMP permitted) (NO BUMP SPRINGS)

CARBURETOR RULES:

1. Any 4 barrel carburetor, must be needle, seat and accelerator pump style (bypass regulator style OK)

2. Engine must be naturally aspirated.

3. May use one, 1 inch, one piece, carburetor spacer (.040 tolerance maximum) with two standard gaskets (maximum 0.070 inch thick); On gasket between intake to spacer and one gasket between spacer and carburetor. At no point may spacer extend into intake manifold.

ENGINE: APPROVED SEALED CRATE ENGINES:

A. 602 GM must meet all GM specifications. The sealed engines must remain intact and not be tampered with; any seals that have been removed or tampered with will make the engine illegal and not eligible for competition. Seals may be from any certified/bonded rebuilder.

B. No changes are allowed to the engine (intake manifold, heads, valve covers, oil pan, harmonic balancer or any other part/or parts on/or in the engine.)

C. Distributor must be GM HEI or MSD. No Crank Trigger, Distributorless Multi Coil, or Magneto Ign. System. 6AL or 6 ALN, or MSD 6CT Ignition Box Permitted. (No 6CT PRO) Must be a 6300 Chip or set at 6300. Must chip at 6300. HEI distributors must have soft touch box.

D. No electronic TRACTION CONTROL DEVICE.

E. No Magneto and No Crank Trigger (\$400 CLAIM RULE ON EACH BOX)

F. All accessories must be front mounted. If you have 2 MSD Boxes, you MUST have a 6300 chip in each box. No Matter What. If the box is to be set it MUST be out of driver's reach. No Matter What.

HEADERS:

A. No Tri-Y headers allowed.

WEIGHT: 2400 LB anytime FUEL:

A. Pump Gas or Racing Gas only. Pump gas may contain up to 10% ethanol as allowed by law.

B. E85 Fuel is allowed, Fuel must water test and check within 2% at any time checked,

(ETHANOL – MAX 87% - MIN 83%)

C. NO alcohol, NO methanol, nitrous oxide, or chemical additives including but not limited to Propylene

Oxide, Nitro Methane, Nitro Propane or any Nitrate additives.

MODIFIED STREET (A- Hobby) rules

WEIGHT

A. 2500 LB. anytime GM 602 crate engine. Engine must be sealed and remain intact and not be tampered with; any seals that have been removed or tampered with will make the engine illegal and not eligible for competition. Seals may be from any certified/bonded rebuilder.

B. 2700 LB. anytime 362 or less. Cubic inch

C. 2900 LB. anytime 362 or more Cubic inch

D. All cars must have specific weight posted on top RIGHT side of roof.

E. Must weigh as posted at any time.

F. All weight must be bolted on with two bolts and painted white with car # on the weight. G. Track reserves the right to adjust weights in interest of competition should it deem necessary.

BODY

A. Steel, aluminum or fiberglass bodies allowed.

B. Nose panel and roof must match.

C. Rear can be enclosed (optional)

D. Deck width of car may be no wider than 72"

E. Tubular bumpers allowed.

F. Eight (8) inch spoiler with matching side braces allowed.

G. Rear spoiler is not permitted to be suspended above the deck to create a wing effect

H. Rear spoiler begins where the quarter panels end. No extended decks.

I. Total amount of rear spoiler material used must not exceed 8 in. height (measured from deck to tip of material).

FRAME & RAILS

A. Stock frame rails. Body does not have to match frame.

B. Tying frame rails together, reinforcing or X bracing permitted.

C. Weight jack area may be altered. Buckets, plates, etc.

D. Frame or frame rails may be replaced from snout, (must be stock automotive snout) to the rear of car with a minimum of 2" X 2" square material or 1.75" round minimum and must be at least .090-wall thickness.

E. A stock snout must have a minimum of 22" of stock snout (OEM) frame. Any less will result in 50lb weight penalty.

F. WARNING: Technical Inspector must approve all cars with replaced frame or frame rails. Remember this is NOT late model or limited/crate, so don't build a late model or limited/crate car.

FRONT SUSPENSION AND STEERING

A. Tubular upper control arms and mounts permitted.

B. OEM Lower control arms for make and model required. (Lengthening permitted) After-market bushings permitted. (No after-market Lowers permitted)

C. OEM or Safety spindles and hubs permitted.

D. 5" minimum O.D. on coil springs.

E. Weight jacks permitted.

F. Any type of steering permitted.

G. Outer tie rod ends, and any tie rod sleeves permitted.

SHOCKS:

A. Racing Shocks permitted, one shock per wheel. No adjustable and No canister shocks permitted.

REAR SUSPENSION Leaf Spring Cars

A. Slide Boxes on leaf cars permitted.

B. No coil over or coil springs permitted.

C. Upper link, rubber bushing torque link or spring-loaded type upper link permitted on leaf cars. D. No 5th coil, 90 – 10's, lift bar, pull bar or Reese bar, etc.

REAR SUSPENSION Coil Spring Cars

A. May use a three-point set up with a solid mount upper link bar, solid bar & rod ends. Solid rubber biscuit allowed OR Lift Bar with 5th coil & 6th coil permitted. No 90 – 10's or spring bars allowed. B. Solid Pan hard Bars with rod ends permitted.

C. Rear lower control arms may be aluminum or steel tubes with rod ends.

D. Coil overs permitted on the Rear ONLY. 2 1/2 springs permitted. NO PROGRESSIVE SPRINGS ALLOWED E. NO 4 bar suspensions. Any one with birdcages must have them drilled and tapped solid to the axle tube.

ROLL CAGE

A. A minimum of three door bars must be used on left side, two on right side, and both must extend

Into door panels.

B. Seat must be fastened to cage or frame. Containment seats strongly recommended. C. Bars must be minimum 1.5 in O.D. and .095 thicknesses.

D. Roll cage must be welded to frame.

E. Seat must be fastened to roll bars or rail.

SAFETY

A. Must have 3" shoulder harness and seat belt, attached to roll cage. Seat belts must meet S.F.I specs.

B. Must have approved fire extinguisher.

C. Must have fuel cell mounted with two 2" metal straps.

D. Aluminum seats only

E. Hanz device or any type of approved head and neck restraint is strongly recommended. There will be a 50lb. penalty for those who don't have one.

FUEL CELL/FUEL

A. An approved fuel cell, 32-gallon max. Recommended .20-gauge metal box, supported by a minimum of 2" straps 1/8 inch thick.

B. Pump gas or racing gas only. Pump gas may contain up to 10% ethanol as allowed by law.

C. E85 Fuel is allowed, Fuel must water test and check within 2% at any time checked,

(ETHANOL – MAX 87% - MIN 83%)

D. NO alcohol, NO methanol, nitrous oxide, or chemical additives including but not limited to Propylene Oxide, Nitro Methane, Nitro Propane or any Nitrate additives.

REAR END

A. Spool or welded rear O.K.

B. Quick Change Permitted. Steel or aluminum tubes allowed. No exotic material permitted. C. 9 in. Ford floaters allowed.

D. No ratchets, True-Trac or any other type locker unit allowed.

E. No lead bolted to the axle tube.

TIRES & WHEELS

A. American Racer 48, 56 or PRO 2 & 3

B. Hoosier NLMT2, 3 or 4, spec 1350 (HTS OR CRATE 21) or 1600/55

C. All Tires must punch 45 before entering the track.

D. Any wheel 14" maximum width

E. Tires must have all numbers and names on the tire. No grinding off

numbers or names. F. Tires may and will be confiscated at any time the

officials deem necessary for samples or to check for tire prep in or outside

the tire. SCR has a no tolerance rule for tire treatment or prep to these

tires. If SCR takes a sample from you, your money will be held until the

results have been returned to SCR. SCR tech official's decision will be final

and there will be NO resending of the samples.

BRAKES

A. Four-wheel disc brakes permitted.

B. Dual master cylinders permitted.

C Brake adjusters permitted.

ENGINE SET BACK

A. Engine and drive line must be in center of car, half the distance of the ball joints.

B. Number 1 spark plug of Chevrolet must be no more than 2 inches to the center of top ball joint.

C. Number 1 spark plug of Ford “302” and “351” must be no more than 4 inches to the center of top ball joint. NO TOLERANCE FOR EITHER FORD OR CHEVROLET

D. Any engine set back more than the rules will add 50LB in front of bell housing and 50 in front of spindles. (100 LB) total.

ENGINE:

A. OEM Cast Iron V8 Steel blocks only, may be bored to 4.060. No Big Blocks

Plug or vent and screen oil drain holes in lifter valley permitted.

Deburring block and plugging deck to strengthen block permitted.

B. Flat top pistons only. Cannot come above deck.

C. Crank and rods must be stock or stock replacement (stock stroke and stock rod length.)

D. Scat/Eagle parts legal

E. Balancing permitted but no lightening or knife-edging allowed.

F. Polishing stock rods allowed.

G. No stroking or destroking engine

H. Stock appearing / Stock Journal Rods only. No Aluminum or Titanium 6-inch max. Length Press or floating pins permitted.

H – Beam Rods Permitted

I. Wet sump oil systems only.

J. Lifter bore must be OEM diameter for engine

CRANK

A. Standard production OEM. Eagle or Scat Stock Replacement cast or steel crank also permitted.

B. Must be standard production stroke for engine. Example 327cid Chevy- 3.250 / 350 cid Chevy- 3.480 302cid Ford- 300 / 351 cid Ford – 3.500 / 360 cid Chrysler- 3.580

D. No lightening or knife-edging crank.

E. No turning down counterweights or drilling crank pins.

F. Eagle or Scat type stock cranks allowed. The thru holes will not be considered drilling the crank pins

Due to the cranks are manufactured with the thru holes.

TIMING CHAIN:

A. Any chain and gears.

B. No gear drive or belt drives.

CAM:

A. Any hydraulic or flat tappet cam and lifters allowed

B. Lifter must be OEM diameter for engine, Chevrolet .840, Ford .875, Chrysler .901

EXHAUST/MUFFLERS:

A. Any type header permitted but must run parallel to the ground.

B. Mufflers are mandatory.

C. Any car judged to be too loud, by the track officials, under race conditions, may be black flagged.

HEADS

A. Any OEM Cast Iron head allowed. All heads must have readable casting numbers.

B. GM Bowtie allowed

C. Straight or angle plug

D. Steel Valves only. No titanium

E. Valve stem diameter 11/32 minimum for all engines.

F. Under cut stems permitted, any type guides.

G. Any valve springs and keepers allowed. Steel retainers only

H. Roller rockers permitted any ratio

I. Stud girdles, Guide plates and screw in studs permitted.

J. No shaft rockers allowed unless OEM for the make of car

K. No porting and polishing of the heads

VALVES:

- A. Intake 2.02 max.**
- B. Exhaust 1.600 max.**

INTAKE:

- A. Can be port matched to head, but no more than 1” grind permitted on intake.**
- B. Any intake permitted, and any size carb. Spacer**

DRIVESHAFTS:

- A. All driveshafts must be white in color and no less than 2 inches in diameter.**

FLYWHEELS:

- A. Must be stock steel flywheel only. No lightning of any kind.**

TRANSMISSIONS

- A. Standard production 3 or 4 speed.**
- B. Triple Disc clutches permitted.**
- C. Any Transmission permitted.**
- D. All Transmissions must have working Reverse.**

IGNITION (\$400 CLAIM RULE ON EACH BOX)

- A. Any electronic or points ignition permitted. NO TRACTION CONTROL**

CARBURETOR

- A. One carburetor only. No Dominator or Predator Carbs allowed**

PROTEST FEES

- A. One Head, Cam, Bore & Stroke -- \$500.00**
- B. Oil Pan -- \$300.00**
- C. Valve Cover -- \$100.00**
- D. Engine Setback —\$50.00**

E. Complete Engine \$1000.00

Any item not listed in protest fees is considered a visual protest item and must be protested before race and not after.

ONLY drivers finishing directly behind protested car is eligible to protest another competitor. There will be no counter protesting by car being protested. Any protesting car can only protest ONE car per event.

ONLY drivers can protest cars, not crew members or car owners and protest fees must be posted to tech director within 5 minutes of checkered flag falling.

NOTE: Track reserves the right to delete, change or amend rules in the interest of competition. SCR TECH MAN CAN CHECK ANYTHING ANYTIME. THERE IS NO NON-PROTESTED PARTS AND PIECES