

# ***DOG HOLLOW SPEEDWAY***

## ***OFFICIAL 2015 E-MOD RACE RULES***

All cars must have wrecker hookup. All cars should have 5 pound minimum fire extinguisher in reach of driver. All drivers should wear flame retardant fire suit, shoes and gloves. Window nets are highly recommended for all cars. **NO** radios, communication equipment or mirrors permitted, including pit boards. **NO** computer controlled equipment.

All parts specified as OEM/stock manufactured must be standard option parts or equivalent aftermarket parts and must be readily available from car dealer or any auto parts store. Casting numbers must remain on all OEM/stock parts.

### ***Weight Category Summary***

Car must meet all specific rules for the weight category plus all general car rules. Rules cannot be mixed between weight categories.

No claim rules in 2,375 or 2,400 categories.

2,250 – 602 or 604 Crate with 12" spoiler (rules 1-25 & 26-30)

2,350 – Standard 383 with 8" spoiler (rules 1-25 & 42-46)

2,300 – Claimer with 12" spoiler (rules 1-25 & 31-36)

2,375 – Open steel block/heads with 8" spoiler (rules 1-25 & 35-37)

2,305 – Limited 360 with 8" spoiler (rules 1-25 & 37-41)

2,400 – Open steel block/aluminum heads with 8" spoiler (rules 1-25 & 47-51)

### ***1. MOTOR***

*Weight limits may be adjusted during the season for competition.*

ALL CARS—V8 motors only. Motor must be based on factory design and naturally aspirated. 1 spark plug and 2 valves per cylinder. Bell housing mounting flange surface at rear of engine must be at least 72" forward from the center line of the rear axle. Engine offset must be within 2" of the centerline of the cross member. 11" minimum engine height from the ground. **NO** fuel injection, turbo chargers or blowers. Engine cast-in mount locations cannot be removed or modified. **NO** dry sump systems permitted. Wet sump must be operative. Engine cooling system may be modified.

### ***2. BODY***

ALL CARS—Must meet all specifications listed on diagram and be of open front-wheel design. Body line must be a flowing line from front to rear. 38" maximum, 28" minimum deck height at all points. 48" maximum, 34" minimum rear quarterpanel length measured from center of rear wheel. 4" minimum ground clearance. Wheels should have 2" clearance. 68" maximum body width at the rear of car. 68" maximum width at top and bottom of doors. 72" maximum body width at all other points. Quarterpanels must be same length and cannot extend higher than rear deck. Rear deck may not extend past quarterpanels and must extend between quarterpanels. Maximum 6" deck height increase from rear of hood to rear of car.

Quarterpanels and doors may not dish inward. Skirting may not extend behind quarterpanel. 34" maximum, 22" minimum door height measured from top to bottom of door.

All fenders, doors and quarterpanels should roll inward ½" to 1" at top, with sides over upper body. **NO** sharp or jagged edges, fasteners, etc. **NO** sharp or jagged edges, fasteners, etc. **NO** ridges or fins permitted anywhere. **NO** wings or tunnels permitted under body or chassis. Unapproved bodies may be assessed a weight penalty.

### **3. NOSEPIECE, FRONT BUMPER AND HOOD**

ALL CARS—Engine compartment must remain open—no front fenders. Hood may drop 6" on sides and must be enclosed at rear. Hood must be level from side to side. 3" maximum rake from front to rear of hood. 6" maximum high hood scoop measured from hood. 45" maximum nosepiece/front bumper measured from center of front hub with wheels turned straight. 24" minimum nosepiece width. Aftermarket molded, flexible material nosepieces—OK. Nosepiece can be **NO** wider than frame rails. **NO** other spoilers or ridges on nosepiece **except specified spillboard**. MD3 and Dominator nosepieces—OK.

Front bumper loops should be mounted to frame ends and constructed from 1 ¼" to 1 ¾" tubing. Option 1: Horizontal top and bottom half-loops mounted forward of frame at frame ends. Bottom loop should be parallel to ground. Top loop may be angled upwards. The center between the top and bottom bumper loops should be approximately 17"-19" from the ground. At least 2 vertical bars should connect top and bottom half-loops. Option 2: Single vertical half-loop above the nosepiece should be connected to frame. Loop should extend at least 12" above the nosepiece. At least 2 diagonal support bars behind the loop are recommended.

### **4. ROOF**

ALL CARS—Minimum 41" long x 41" wide, maximum 56" long x 52" wide. 42" minimum height from ground, 54" maximum. Roof must be mounted near center of car, parallel to deck and level. Roofline and side panel window contours should be stock appearing. Rounded rooflines are highly recommended. **NO** wedge, bellied or hollow roofs. Rounded roofs may have a maximum drop of 5" at the front and 2" at the rear measured from the central breaking point, with the central breaking point within 6" of the center of the roof. Flat roofs may have 5" maximum height variance from front to rear. **NO** gremlin-style roofs.

Rear roof and front roof supports mandatory. Bottom of rear roof supports may extend to end of rear deck. Rear roof supports must taper downward evenly from the outside edge of roof with a 2" maximum outward bow both to the sides and rear. Roof and top of rear roof support may extend 9" past center of rear wheel. Maximum 4" vertical height at rear of roof post. 10" high x 15" long minimum rear support window is optional. Rear support window may be filled with clear lexan. 2" minimum front roof post width, 4" maximum. Front roof support braces may extend 7" vertical and horizontal. Front roof posts must extend forward to the rear of hood.

12" minimum door window opening at center and rear of door window, measured from deck to roof. 18" maximum door window opening height. 1.5" maximum roll down permitted along front and rear edge of roof. 4" maximum hinged sun shield permitted in front of driver. ½" maximum bead rolls permitted on roof running from front to rear in direction, 4 maximum including edge bead rolls. Unapproved roofs will be assessed a weight pound penalty.

## **5. SPOILERS**

*Spoilers measurements may be adjusted during the season for competition.*

ALL CARS—Spoiler and braces must meet all specifications listed on diagram. 68" maximum width. Maximum 3 solid side spoilers permitted. Side spoilers must be mounted at rear of deck and outer side spoilers must be at outside edge of deck. Side spoiler must taper down evenly from maximum to minimum height and may be rounded or triangular in shape. An additional 1" maximum flange can be used at the top of the rear spoiler and on side spoilers for strength. 2 additional 1" open aluminum braces permitted. Spoiler should be clear lexan or aluminum. **NO** driver-adjustable spoilers. Spoiler must be mounted at rear of deck. Spoiler may not be suspended to create a wing. **NO** other spoilers or wings.

## **6. TIRES**

ALL CARS—15" x 8" maximum tread width E-mod tires. **NO** recaps. Tires must have all manufacturer's stamps intact. The track durometer is the official measuring device. 32 minimum tire hardness verified by durometer.

## **7. WHEELS**

ALL CARS—8" maximum steel wheels only plus 1" tolerance allowed for beadlocks. **NO** aluminum, plastic wheels or carbon fiber wheels. **NO** aluminum hubs. Wheels must be held on by bolt-type lug nuts, no knock-off type mounting permitted. 79" maximum outside width at wheels with wheels pointed straight. *Foam wheel plugs are recommended if wheel plugs/covers are used.*

## **8. CARBURETOR**

*Carburetor spacer rule may be included during the season for competition.*

ALL CARS—One 2 or 4 barrel carburetor.

## **9. FUEL**

ALL CARS—Gasoline or alcohol. **NO** nitrous oxide, nitro-methane or propylene oxide. **NO** electric fuel pumps or pressurized fuel systems. Mechanical or belt-driven fuel pumps only. Fuel lines should not pass through driver's compartment.

## **10. DISTRIBUTOR**

ALL CARS—**NO** magnetos permitted. Battery-type ignitions only. Maximum 1 ignition system and/or multiple discharge box allowed. Ignition system includes but is not limited to multiple spark discharge box, coil, battery, etc.

## **11. FRAME AND REAR BUMPER**

ALL CARS—108" minimum wheelbase, 112" maximum. Complete OEM stock production frame required to 36" forward of the center of the rear end housing. Front snout frame rail width may not be modified. Front cross member may be notched for radiator clearance only. All other frame components should be constructed of minimum 2" x 2" square steel tubing or 1 3/4" outside diameter round steel tubing, with .083" minimum material thickness. All round tubing frame cars should use 4130 chrome molly steel or DOM in frame construction. **NO** holes may be cut in frame. All other chassis tubing should be 1 1/2" to 1 3/4" outside diameter and minimum .083" thickness.

Car should have horizontal safety bar constructed from same steel tubing as frame, mounted behind fuel cell and securely welded to frame. Rear bumper should be at least 4" behind fuel cell. Center of rear bumper and safety bar should be at rear deck center height, approximately 17"-19" from the ground and should be at least as wide as frame. Tubing should also extend downward to form a horizontal bar at the bottom height of the fuel cell, with additional vertical and diagonal tubing bracing the lower tubing to the rear bumper and the safety bar. Lower tubing should be at least as wide as fuel cell. No part of the fuel cell should be below the protective tubing. Any rear bumper that extends more than 8" from the rear of frame should be rounded and directed toward the front of car. Loop-style rear bumpers—OK. No sharp edges on bumpers. Car should have external rub rails between the wheels on both sides of car. Rub rails should be constructed from 1 ¼" to 1 ¾" round tubing and may not extend wider than tires.

## **12. SUSPENSION AND SHOCKS**

ALL CARS—Coilovers allowed on rear only. Tube-type steel upper and lower a-arms are permitted. Upper a-arm may be repositioned. Aluminum cross shaft—OK. Lower a-arm must be in stock position. Shock mount may be welded on lower control arms. Steel, rubber or nylon bushings in lower control arms are permitted. OEM replacement ball joints allowed.

Steel or aluminum shocks and coilover eliminators permitted. 1 active shock per wheel plus dummy shock allowed. Additional shocks permitted in other locations. Stock passenger car spindles required—no tube type or fabricated spindles. Bolt-on spindle savers—OK. OEM tie rod ends and adjustment sleeves may be replaced by a minimum .625" rod end/heim joint and steel or aluminum tube. All other front suspension parts must be steel unmodified OEM stock and in stock position. Aftermarket steel unmodified OEM dimension equivalent components permitted if mounted in stock location. **NO** through-rod, crossover/tandem or inerter shocks. **NO** shocks that can be adjusted electronically through cell phone apps or other remote controls.

1 spring on each wheel. Minimum 4.5" outside diameter coil steel springs. All springs should be tethered or cabled to frame. Suspension must be mechanical—no computer or electronic components. **NO** hydraulic, ratchet or electric weight jacking equipment. **NO** straight front axles.

## **13. STEERING**

ALL CARS—Stock-type steering boxes only. **NO** rack and pinion or center steering. Quick-release, racing-type steering should be used. Aluminum steering wheel and quickener—OK.

## **14. REAR AXLE**

ALL CARS—Any rear end permitted. Quick change—OK. Steel axle tubes only.

## **15. TRANSMISSION AND DRIVE SHAFT**

ALL CARS—Any transmission permitted. Racing transmission—OK. Transmission should have explosion-proof bell housing or 360 degree ½" steel scatter shield securely mounted to car. Any type clutch permitted and should have scatter shield. **NO** in and out boxes. Transmission should be bolted to the motor and must have working reverse gear. Only one drive shaft permitted. All drive shafts should be painted white and should be surrounded by two 3" steel safety loops or sling mounted to frame.

## **16. TRACTION CONTROL**

ALL CARS—All traction control devices using wheel sensors are NOT permitted. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are NOT allowed in the cockpit or any other location accessible by driver. Any remote control components or data acquisition equipment are NOT permitted.

## **17. BRAKES**

ALL CARS—All cars must have 4 wheel braking system. **Rotors must be steel.**

## **18. EXHAUST**

ALL CARS—Headers permitted. Exhaust pipes may NOT point towards ground. Mufflers are HIGHLY recommended for all cars.

## **19. STARTER AND BATTERY**

ALL CARS—All cars must be self-starting. Failure to start during a race will result in disqualification. Battery should be located in a safe area and covered with a metal fireproof box. Battery should not be in driver compartment. Battery disconnect kill switch to shut down motor highly recommended mounted in reach of driver and should be clearly labeled for safety crew.

## **20. ROLL CAGE**

ALL CARS—4-post, box-type roll cage should be constructed of 1 ½" minimum outside diameter and .095 minimum material thickness steel tubing. Roll cage should have at least 3 horizontal bars at driver's side door and 2 horizontal bars at passenger side door, extended outward into door panels with 2 vertical bars between each horizontal bar as additional support. An extra vertical side brace bar is recommended on the left side in line with steering wheel. Door bars should be 1 ½" in diameter with a minimum thickness of .065. Both door window areas should remain open and unblocked by roll cage bars for easy exit. Roll cage should extend forward on driver's side to protect foot area completely. Roll cage should be welded to frame in at least 6 places (in addition to diagonal bracing) and welded together at all intersecting points. Diagonal bars should brace roll cage at rear, and should run from frame to top of roll cage.

Top of roll cage should be at least 2" above top of driver's helmet. All areas of the cockpit should have at least 11" to 12" of clearance below the roll cage and roof. All roll cage bars within reach of driver should be covered with non-flammable foam padding certified to SFI spec 45.1. Other than padding, roll cage must remain exposed above top of door with **NO** aerodynamic effects. Right-side padded headrest or head net recommended attached to roll cage. Bars or wire mesh in windshield and driver's side quick-release window net certified to SFI spec 27.1 are highly recommended.

## **21. FUEL CELL**

ALL CARS—Racing-approved fuel cell should have 35 gallon maximum capacity and should be securely mounted inside a 20 gauge steel or .060" aluminum metal box and secured to frame with a minimum of two 2" x 1/8" thick steel straps around entire fuel cell. Minimum 7/16" bolts should be used to mount the fuel cell. The fuel pick up should be on the top or right side of the fuel cell, be constructed of steel and should have a check valve in case of roll over. Fuel cell should be mounted in square tubing frame. Fuel cell should be mounted behind the rear axle and between the rear tires, at least 4" in front of the rear bumper. 9" minimum fuel cell ground clearance. **NO** part of the fuel cell should be lower than the rear end housing. Car number must be displayed on fuel cell, 6" minimum height. **NO** pressurized fuel systems.

## **22. FIREWALLS AND INTERIOR**

ALL CARS—A full metal firewall constructed from 18 gauge steel or 1-1/8" thick aluminum should be joined to seal off driver compartment at front, rear, sides and floorboard. Full metal floorboard. Top of interior may be maximum of 3" below top of doors. The start of the dropped interior should remain closed as part of the firewall. The interior must taper up gradually to be even with the rear quarterpanel and level for 20" from rear of deck and quarterpanel. Interior must be mounted flush with outside body panels. Interior clearance should be 11" to 12" minimum below roll cage at all points for easy exit. Onboard fire suppression system recommended.

## **23. SEAT AND SAFETY BELT**

ALL CARS—Full containment, metal racing-approved seat with padded headrest should be securely attached to frame. 3", 5, 6 or 7-point, quick release racing belt with double harness certified to SFI spec 16.1. 7-point system is highly recommended. Seat and belts should be mounted to the chassis with grade 5 or better hardware. Mounts should run in the same direction to secure the belt. Belt should not come in contact with sharp edges. Safety belts should be replaced if 2 years old, and all worn or damaged safety belts should be replaced. Quick-release, racing-type steering should be used.

## **24. FIRE SUIT AND HELMET**

ALL CARS—Drivers should have flame retardant fire suit certified to SFI spec 3.2A/5 and racing approved full-face helmet with face shield certified to Snell SA2000, SA2005 or SA2010 standard or SFI spec 31.1A, 31.1/2005 or 31.1/2010. Gloves certified to SFI spec 3.5/5 highly recommended. Nomex shoes, socks, and hood highly recommended. Head and neck restraint system certified to SFI spec 38.1 and arm restraints are highly recommended.

## **25. WEIGHT**

*Weight limits may be adjusted during the season for competition.*

ALL CARS—Weight limits are after race and include driver. All weights should be solid material, entirely painted white or a bright color and marked with car number. Each weight should be 50 pound maximum. Weights should be bolted to frame with two 1/2" Grade 5 bolts on two weight clamps or secured with steel plate. Weights should be attached below the body decking. **NO** weights should be attached to rear bumper or in driver's area. Weights should not be lead pellets or liquid. Each weight should be bolted to the frame individually and should not be stacked on another weight.

**RULEBOOK 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 EXPRESSED OR IMPLIED WARRANTY OR 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 reasonable and appropriate deviations 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.

## **Crate 2,250**

**Rules 1-25 and 26-30 apply to Crate 2,250 weight cars!**

### **26. MOTOR** (all rule 1 specifications apply)

602 or 604 Crate 2,250 weight— GM 602 CT350 crate motor part number #19258602 or #88958602. GM 604 CT400 crate motor part number #88958604 or #19318604. Motor must meet all specifications in the GM spec document for that motor. **NO vacuum pumps. NO RM bolts!** Original GM, Crate USA and FASTRAK seals or IMCA Cable-Lok system only. Rush seals permitted on 602. Motor must be purchased from an authorized dealer and MUST remain sealed at all times. GM factory encrypted bolts cannot be altered, removed or changed except by an authorized repair center. Absolutely NO modification of any internal engine part. All motor parts included with the motor as shipped from GM must remain OEM and may **NOT** be modified including but not limited to: intake manifold, heads, valve covers, front cover, oil pan harmonic balancer or any other part on or in the motor. **NO** upgrades are allowed that may produce power via performance enhancing methods including breather system modifications. **NO** machine work permitted. Any motor modification will result in one year suspension and loss of all points and winnings. Any GM bolts that have been copied is considered trademark infringement and will be reported to the manufacturer for legal proceedings. By using a crate motor in competition, the race team acknowledges all responsibility for the legality of the motor upon inspection at any event regardless of any previous motor verification.

GM 602 and 604 crate motors with original factory seals may not be protested. GM 602 and GM 604 motors with original factory seals may be claimed for the amount listed in the procedure rules as it came in the crate, not including any bolt-on items. Refusal to accept claim will result in disqualification, fine and suspension. A car must compete in the feature to have its motor claimed. Claims must be submitted in writing within 15 minutes of completion of feature. Motor service or reassembly after tear down may only be performed at an authorized repair center and motor must be resealed with GM factory encrypted bolts. All motor repairs must be done with the same GM motor parts, listed in GM book part #88958668. Rebuilt motors are subject to protest/ tear down or claim.

Shimming permitted to meet the correct valve spring install heights listed below:

**New Valve Spring Specifications:**

Description		#88958602 #19258602	#88958604
Valve Spring P/N		10212811	12551483
Valve Spring P/N -set of 16		n/a	12495494
Diameter (+/- .010")	(A)	1.250"	1.340"
Free Height (+/- .015")	(B)	2.021"	2.154"
Installed Height (Ok to shim to proper height)	(C)	1.70"	1.780"
Pressure @ Installed Height (+/- 5 lbs)	(D)	80 lbs.	110 lbs.
Open Height	(E)	1.270"	1.300"
Open Pressure (+/- 10 lbs)	(F)	195 lbs	270 lbs.
Coil Bind	(G)	1.20"	1.21"
Wire Diameter		.177"	.178"

**New (Blue) Beehive Valve Spring Valve Spring Specifications**

Description	Engine	#19318604
Fast Burn Cylinder Head		19300955
Valve Spring P/N -16		12625033
Valve Spring P/N –Retro Conversion Kit		19300952
Diameter Top (+/- .008")		1.060"
Diameter Bottom (+/- .008")		1.270"
Free Height (+/- .015")		2.122"
Installed Height (Ok to shim to proper height)		1.780"
Pressure @ Installed Height (+/- 5 lbs)		98 lbs.
Open Height		1.300"
Open Pressure (+/- 13 lbs)		264 lbs.
Coil Bind		1.210"
Wire Diameter		Ovate

**27. NOSEPIECE** *(all rule 3 specifications apply)*

602 or 604 Crate 2,250 weight—Nosepiece may have a 5" spillboard on each outside edge running the entire length of the slope.

**28. SPOILERS** *(all rule 5 specifications apply)*

602 or 604 Crate 2,250—12" maximum vertical spoiler height measured from top of rear deck and 12" maximum spoiler length measured along the angle of the spoiler. 12" maximum side spoiler height from rear of side spoiler to 10" forward of rear of side spoiler. 4.5" maximum height at front of side spoiler. 24" maximum side spoiler length.

**Crate 2,250 Rules 1-25 and 26-28 apply to Crate 2,200 weight cars!**

**29. SUSPENSION** *(all rule 12 specifications apply)*

602 or 604 Crate 2,250 weight—Steel or aluminum shocks. \$150 claim rule on each shock.

**30. WEIGHT** *(all rule 25 specifications apply)*

2,250 minimum weight for GM 604 CT400 and GM 602 CT350 motors meeting all listed specifications.

**Claimer 2,300**

**Rules 1-25 and 31-36 apply to Claimer 2,300 weight cars!**

*These motor, shock, and exhaust rules are intended to follow IMCA rules. Any changes to IMCA rules that are restricted by these rules will be adjusted. The track specified claim rules supersede IMCA claim rules.*

**31. MOTOR** *(all rule 1 specifications apply)*

Claimer 2,300 weight—Cast iron block and heads. Aftermarket and OEM performance blocks—OK. **NO** lightweight engine blocks. Cast iron or aluminum intake only. Flat tappet cam and lifters. **NO** stud girdle or mushroom lifters. Lifter diameter and configuration match OEM passenger block. Stud mounted rocker arms only—no shaft, pedestal or offset rocker arms. **NO** titanium components. Magnetic steel retainers only. OEM firing order cannot be changed (GM 1-8-4-3-6-5-7-2).

Motor must be able to be used in a conventional passenger car without modifications. Engine mounts cannot be moved or modified. Castings and fittings cannot be changed. **NO** machine work on outside of engine. All belt driven accessories must be in front of the engine. Wet sump only. Steel oil pan.

MOTOR CLAIM—Claimed driver has the option of accepting \$5,300 engine claim or \$100 motor exchange. \$100 of motor claim or exchange is split between wrecker to pull motor and official. Motor claim includes engine, flywheel and balancing plates. Claim does not include clutch, pressure plate, bell housing, headers, carburetor, starter, motor mounts, oil/temp sending units, carburetor spacer, fan and pulleys, clutch ball, clutch arm, throw out bearing, dip stick, water pump, fuel pump, rod and plate, distributor, plug wires, water outlet and restrictor and breathers.

**32. NOSEPIECE** *(all rule 3 specifications apply)*

Claimer 2,300 weight—Nosepiece may have a 5" spillboard on each outside edge running the entire length of the slope.

**33. SPOILERS** *(all rule 5 specifications apply)*

Claimer 2,300 weight—12" maximum vertical spoiler height measured from top of rear deck and 12" maximum spoiler length measured along the angle of the spoiler. 12" maximum side spoiler height from rear of side spoiler to 10" forward of rear of side spoiler. 4.5" maximum height at front of side spoiler. 24" maximum side spoiler length. Nosepiece may have a 5" spillboard on each outside edge running the entire length of the slope.

### **34. SUSPENSION** (all rule 12 specifications apply)

Claimer 2,300 weight—1 steel, non-adjustable, unmodified shock on each wheel plus one additional shock allowed in pull bar area. All shocks must completely collapse at any time. **NO** external or internal bumper stops. **NO** threaded body, front coil-over, air or remote reservoir shocks. **NO** Schrader or bladder type valves. Front half may be shielded. \$150 claim for each shock.

### **35. EXHAUST** (all rule 18 specifications apply)

Claimer 2,300 weight—Round tube headers only. All primary header tubes must enter directly into one collector at the same point at end of header. 19" maximum collector and turn down length. **NO** exhaust sensors, merge collectors, extensions, inserts, cones or balance tubes.

### **36. WEIGHT** (all rule 25 specifications apply)

2,350 minimum weight for Claimer motors meeting all listed specifications.

#### **Limited 360 2,305**

**Rules 1-25 and 37-41 apply to Limited 2,305 weight cars!**

### **37. MOTOR** (all rule 1 specifications apply)

Limited 2,305 weight—360 cubic inch limit. Block must be standard factory production or aftermarket cast iron block that was originally less than 360 cubic inches. Chevrolet Bowtie, Mopar-R and Ford SVO blocks—OK. All factory ID letters and numbers must be on blocks. 6" maximum setback measured from center of left front spark plug to center of ball joint OR 25 ½" maximum setback measured from center of ball joint to front of motor plate.

Any Limited 2,350 weight car with CNC lightened heads or CNC lightened block must mount a 20 pound weight on or in front of the motor midplate for 1 of those parts and 40 pounds of weight on or in front of the motor midplate for 2 of those parts.

Flat top pistons only with 0 deck tolerance—pistons may not be above the block. OEM or aftermarket steel crankshafts only with 46 pound minimum weight. Crankshaft must retain stock stroke for make and model. 3.5" stroke crankshafts—OK. Ford SVO #M6303-H351 and Mopar #P4120312 crankshafts permitted. Crankshafts may be turned to maximum of .040" undersize. **NO** lightweight crankshafts. Flat tappet cam only—no roller or mushroom cams. Lifter bores must remain stock. **NO** needle bearing cam, crankshaft or rod bearings permitted. **NO** cam belt drives or externally adjusted cam timing devices.

Any approved intake except smoke or tunnel ram. Any stock dimension steel connecting rod. **NO** titanium rods. Aftermarket steel connecting rods—OK. 6 inch connecting rod permitted on all motors. All 358 engines must have a ¾" inspection hole in the left side of the oil pan opposite the number one rod journal OR oil pan must be removed for inspection.

Dart/World Products Sportsman II or Roush 200 with casting number i-037 for GM and i-051 for Ford, Chevrolet Bowtie and Vortec (except Vortec #25534421-#25534351 and #25534445-#35534371), Mopar W2, Ford N or any factory production cast iron heads allowed with the following specifications: **NO** aluminum heads. **NO** head angle milling. Combustion chambers can be ground or polished on heads, but must have 60 cc minimum. Rocker arm studs may not be relocated. Shaft-style rocker systems—OK. Port matching on the head intake runner is acceptable up to maximum ¾" depth from the intake manifold interface and on the head exhaust runner up to maximum ¾" depth from the head interface. Valve seat area can be cleaned up

and blended **NO** deeper than  $\frac{3}{4}$ " from the seat. Head runner CC measurements must remain stock with the exception of port matching. **NO** other hand or machine work on ports permitted on heads! Steel or stainless steel valves only—no titanium or hollow stem valves. Any spring, any retainer and any valve lock permitted including titanium. Roller rocker arms permitted.

Vortec #25534421-#25534351 and #25534445-#35534371, RHS ProAction #35301, #35302 or #35303, World Products Windsor Sr i-061 and Dart Iron Eagle #13310010, #13410010 or #13520020 cast iron heads allowed with the following specifications: **NO** aluminum heads. 60 cc minimum combustion chamber with **NO** grinding in chamber. **NO** relocating rocker arm studs. **NO** porting or polishing except port matching on the head intake runner is acceptable up to maximum  $\frac{3}{4}$ " depth from the intake manifold interface only. Valve seat area can be cleaned up using a maximum 80 degree grinding stone. CC measurement of intake runner of head to remain stock with the exception of intake port matching to the intake manifold runners. **NO** additional hand or machine work of any kind permitted on heads! Any steel or stainless steel valve. **NO** titanium valves. Any spring, any retainer and any valve lock permitted including titanium. Stock valve guide angle. **NO** relocating valve guides. Roller rockers permitted.

### **38. NOSEPIECE** *(all rule 3 specifications apply)*

Limited 2,305 weight—Nosepiece may have a 2  $\frac{1}{2}$ " spillboard on each outside edge running the entire length of the slope.

### **39. SUSPENSION** *(all rule 12 specifications apply)*

Limited 2,305 weight—Tube-type lower a-arm allowed. Steel or aluminum shocks. **\$150 claim rule on each shock.**

### **40. SPOILERS** *(all rule 5 specifications apply)*

Limited 2,305 weight—8" maximum vertical spoiler height measured from top of rear deck and 8" maximum spoiler length measured along the angle of the spoiler. 8" maximum side spoiler height from rear of side spoiler to 6" forward of rear of side spoiler. 4.5" maximum height at front of side spoiler. 18" maximum side spoiler length.

### **41. WEIGHT** *(all rule 25 specifications apply)*

2,305 minimum weight for Limited 360 motor cars meeting all listed specifications.

### **Standard 383 2,350**

#### **Rules 1-25 and 42-46 apply to Standard 2,350 weight cars!**

*These motor, shock, and exhaust rules are intended to follow VMS rules. Any changes to VMS rules that are restricted by these rules will be adjusted. The track specified claim rules supersede VMS claim rules.*

### **42. MOTOR** *(all rule 1 specifications apply)*

Standard 2,350 weight—383 cubic inch limit. 4.30 bore. Cast iron block only. Aluminum heads and intake permitted. 23 degree heads only. **NO** raised runner or spread port. Valve angle may not be changed. Any type of cam allowed. Roller tappet—OK. Any type cast iron or aluminum pistons permitted. 47 pound minimum crankshaft. **NO** titanium or exotic metals except titanium retainers—OK. **NO** external oil pumps Remote oil lines and 1 remote oil filter permitted. 1 oil cooler allowed. **NO** vacuum systems of any kind!

\$1,500 claim on heads. Claim does not include: block, crank, rods, pistons, intake, flywheel, clutch, pressure plate, bell housing, headers, carburetor, starter, motor mounts, sending units and switches for oil pressure and water temperature, carburetor adaptor, fan and pulleys, clutch ball, clutch arm, throw out and bearing, dipstick, water pump, fuel pump, distributor, plug wires, water outlet on intake, rocker arms and stud girdles, oil pan, oil pump, oil pick-up valve covers, push rods and lifter tray.

**NOSEPIECE** *(all rule 3 specifications apply)*

Nosepiece may have a 2 ½" spillboard on each outside edge running the entire length of the slope.

**43. SPOILERS** *(all rule 5 specifications apply)*

Standard 2,350 weight —8" maximum vertical spoiler height measured from top of rear deck and 8" maximum spoiler length measured along the angle of the spoiler. 8" maximum side spoiler height from rear of side spoiler to 6" forward of rear of side spoiler. 4.5" maximum height at front of side spoiler. 18" maximum side spoiler length.

**44. SUSPENSION** *(all rule 12 specifications apply)*

Steel or aluminum shocks. \$150 shock claim for each shock.

**45. EXHAUST** *(all rule 18 specifications apply)*

**NO** tri-y headers or merge collectors.

**46. WEIGHT** *(all rule 25 specifications apply)*

2,350 minimum weight for Standard motor cars meeting all listed specifications.

**Open 2,375 and 2,400**

**Rules 1-25 and 47-51 apply to Open 2,375 and 2,400 weight cars!**

**47. MOTOR** *(all rule 1 specifications apply)*

*Weight limits may be adjusted during the season for competition.*

Open 2,375 weight—Cast iron block and heads. Aluminum intake permitted. Any type of cam allowed. Roller tappet—OK. Any type cast iron or aluminum pistons permitted. **NO** titanium or exotic metals except titanium retainers—OK.

Open 2,400 weight—Cast iron block. Aluminum heads and intake permitted. Any type of cam allowed. Roller tappet—OK. Any type cast iron or aluminum pistons permitted.

**48. NOSEPIECE** *(all rule 3 specifications apply)*

Nosepiece may have a 2 ½" spillboard on each outside edge running the entire length of the slope.

**49. SPOILERS** *(all rule 5 specifications apply)*

Open 2,375 and 2,400 weight—8" maximum vertical spoiler height measured from top of rear deck and 8" maximum spoiler length measured along the angle of the spoiler. 8" maximum side spoiler height from rear of side spoiler to 6" forward of rear of side spoiler. 4.5" maximum height at front of side spoiler. 18" maximum side spoiler length.

**50. SUSPENSION** *(all rule 12 specifications apply)*

Open 2,375 and 2,400 weight— Steel or aluminum shocks. **NO** claim rule on shocks.

**51. WEIGHT** *(all rule 25 specifications apply)*

2,375 minimum weight for Open steel block motors with cast iron heads meeting all listed specifications.

2,400 minimum weight for Open steel block motors with aluminum heads meeting all listed specifications.

# 2015 E-Mod Body Specifications

