



MISSION STATEMENT

PA THUNDER ON THE DIRT VINTAGE MODIFIED RACING SERIES

The mission of PA Thunder on the Dirt Vintage Modified Race Series is to help preserve the history of modified dirt racing, through competitive racing at the tracks we are scheduled. While keeping the look of the racecars old school with coupes and coaches, to the retro look of the flat panel racecars, we are striving to entertain the fans, as they reminisce of the days of yesteryear.

Below are rules and procedure written and passed by our members, keeping in mind this is a gentleman's race. We promote safety to keep all involved as safe as possible. These rules are to help keep our style of racing affordable, yet competitive while enjoying our time together at the different PA Thunder on the Dirt scheduled races. It is not about winning every race, but the comradery the series brings with vintage racing.

We are vintage racers that are "Bringing Back the Past, One Lap at a Time."

*** If you are not clear on the interpretation of any of the following rules, guidelines and procedures, please ask. Nothing contained herein or outside these rules, constitutes permission to run an unsafe vehicle.

TABLE OF CONTENTS

I.	SAFETY:	PAGES 1 - 5
	a. Mandatory Safety Driver Gear	Page 1
	b. Seat & Seatbelts	Page 1
	c. Roll Bars & Padding	Page 1
	d. Firewalls	Page 2
	e. Fuel	Page 2
	f. Fuel Tank	Page 2
	g. Fuel Delivery	Page 2
	h. Mufflers	Page 2
	i. Throttle Linkage	Page 2
	j. Cooling System	Page 2
	k. Electrical System	Page 3
	l. Transmission, Clutch & Drive Shaft	Page 3
	m. Brakes	Page 3
	n. Rear Suspension	Page 3
	o. Front Suspension	Page 3
	p. Rear Ends.....	Page 4
	q. Tires & Wheels	Page 4
	r. Chassis	Page 4
	s. Bodies	Page 4
	t. Wings/Aerodynamics	Page 4
	u. Mirrors/Radios.....	Page 5
	v. Fire Extinguishers	Page 5
	w. Racing Numbers.....	Page 5
II.	TECHNICAL COMMITTEE	Page 5
III.	LINE UPS	Pages 5 - 7
	a. Line Ups	Page 5-6
	b. Heats	Page 6
	c. Features	Page 6
	d. On-Track Procedures for Racing Events	Page 6
	e. Division Cars	Page 6-7

IV. SPORTSMANLIKE CONDUCT	Page 7
a. Overly Competitive Cars	Page 7
b. Zero Tolerance Rule	Page 7
c. Annual General Meeting	Page 7
V. POINTS & SCHEUDLE	Page 8 - 9
a. Points	Page 8
b. Schedule	Page 8 - 9
VI. FEES	Page 9
a. Car Registration	Page 9
b. Club Membership	Page 9
VII. SOCIAL MEDIA AND TECHNOLOGY	Page 9

RACECAR TECHNECHAL SPECS

PAGES 10 - 12

The below rules are for the two different divisions raced. Any differences for the differences in the following rules will be denoted accordingly for that division of racecars.

VIII. Body	Page 10
IX. Optional 1980's Bodies	Page 10
X. Chassis	Page 10 - 11
XI. Weight	Page 11
a. Modified.....	Page 11
b. Sportsman	Page 11
XII. Engine	Pages 11 – 12
a. Modified.....	Pages 11 - 12
b. Sportsman	Page 12
XIII. Carburetor	Page 12
a. Sportsman.....	Page 12

2023 RULEBOOK
GENERAL RULES & PROCEDURAL RULES
FOR BOTH DIVISIONS

I. SAFETY

1. DRIVER SAFETY - MANDATORY DRIVERS' GEAR –

- a. Snell 2015 (or newer) approved full face helmet with shield
- b. Fire resistant driver's suit (plus fire resistant underwear if suit single layer)
- c. Fire resistant racing gloves
- d. Fire resistant shoes
- e. Fire resistant apparel shall be worn at all times when cars are on the track.
- f. Minimum of neck collar and arm restraints mandatory for racing.
- g. Hanns or similar device highly recommended.
- h. Race receivers are mandatory.

2. SEAT & SEATBELTS –

- a. Properly mounted Aluminum or Steel seat of adequate strength is required.
- b. Seats must be mounted to structural members of the chassis or roll cage (no floorboard installations).
- c. Racing style seats with headrests or high back mandatory for competition - must have some form of head restraint from side impact on right hand side of seat (both sides of seat highly recommended) and should not impede entering or exiting vehicle.
- d. Full containment seats highly recommended.
- e. Minimum 3" wide, 5-point SFI rated safety harness type seatbelts, in good condition (not more than 3 yrs. old.) are required and must be properly mounted to frame or roll cage (no floorboard installations).
- f. 2" approved belts to be used with Hanns device.
- g. A plate of 1/8th thick steel (min) to extend from front to rear and from side to side of seat and be secured to chassis or seat frame.

3. ROLL BARS & PADDING –

- a. Roll cages of sufficient size and strength are required.
- b. Minimum diameter of main cage tubing shall be 1-1/2" O.D.
- c. All joints shall be properly fitted and welded for maximum strength.
- d. Roll cage assembly must be securely fastened to the frame by welding or bolting (no floorboard installations).
- e. Roll cages shall provide adequate driver protection in event of side impact (3 bars on each side are highly recommended).
- f. All roll bars, or similar item that head may come in contact with, must be adequately padded with approved high-density padding.
- g. Additional padding on anything the driver's arms, legs, knees or other body parts may come in contact with is highly recommended and may be mandated on an individual basis by the Head Tech Officer.

4. FIRE WALLS –

- a. Adequate firewalls must be in place to isolate the driver's compartment from the engine and fuel cell areas.
- b. Penetrations in firewalls should be of the minimum size and quantity necessary and sealed as best as possible.
- c. Pay special attention to clearance for throttle linkage.

5. FUEL –

- a. Gasoline Only.
- b. No performance boosting fuel additives of any type allowed.
- c. NO Methanol

6. FUEL TANK –

- a. Fuel cells are mandatory.
- b. All fuel cells must be fully enclosed in sheet metal and free from chafing.
- c. A 1/16th inch minimum thickness steel or Aluminum plate to be fitted under the fuel cell.
- d. All fuel cells MUST have tip-over valves, secure fitting filler caps and leak-free fittings/hoses.
- e. Fuel cells must be adequately steel strap mounted to avoid being dislodged in a crash.
- f. No outlets exiting bottom of Cells.

7. FUEL DELIVERY –

- a. No glass bowls on pumps or filters permitted.
- b. No rubber fuel hoses permitted in cockpit, steel, braided or XRP Blue or Black lines are required where fuel line passes through driver's cockpit.
- c. Fuel may be Gasoline
- d. Fuel shutoff valve, accessible to both driver and Track Safety Crew shall be clearly labeled "off & on" and type of Fuel used.
- e. Electric fuel pumps permissible but must be wired to Technical Committee's approval.

8. MUFFLERS –

- a. All cars must conform to hosting track's noise requirements.
- b. Each car must pass track noise inspection.
- c. Cars that are too loud will be removed from the race.

9. THROTTLE LINKAGE –

- a. All hardware in the throttle linkage system shall be properly designed, installed and in good condition and properly lubricated.
- b. Dual throttle return springs shall be provided.
- c. Accelerator pedal "toe loop" to be fitted.

10. COOLING SYSTEM –

- a. Drivers wishing to compete on Asphalt tracks must have radiator overflow catch can.
- b. Coolant shall be water only – no antifreeze.

11. ELECTRICAL SYSTEM –

- a. Battery must be covered and securely mounted to protect driver and fuel tank.
- b. An ignition kill switch is required, must be within easy reach of driver and Safety Crew and to be clearly labeled “off & on”.

12. TRANSMISSION, CLUTCH & DRIVE SHAFT –

- a. All cars must be self-starting with operating clutch able to pull away and back up with engine running.
- b. Standard or automatic shift transmissions allowed Any kind of Transmission allowable as long as it maintains at least one forward and one reverse gear.
- c. No drive shaft shall be exposed to driver’s compartment.
- d. Drive shaft safety loop required on front and rear of driveshaft, approx. 5” from universal joints and must be made from adequate strength materials to avoid tailshaft intrusion to cockpit.
- e. Drive shaft must be painted white and show cars number painted in contrasting color.
- f. Unless an ‘internal clutch’ type Transmission used (Falcon, RPM, Bert, Brinn etc...) clutch bell-housings that are located within the driver’s cockpit must be explosion proof steel.
- g. 180 degree transmission tunnel of minimum 1/8th plate highly recommended over tail shaft from rear of transmission to seat.

13. BRAKES –

- a. Operable and effective brakes are mandatory at all times.
- b. Brakes shall be properly bled and adjusted to provide for adequate car control while on track.
- c. Brake bias systems allowed.
- d. No ultra-lightweight brake components allowed.
- e. All lightweight components are subject to Technical Committee approval.

14. REAR SUSPENSION –

- a. No independent rear suspension allowed.
- b. Leaf springs, coil springs, coil-over shocks and torsion bars permitted.
- c. Shock absorbers limited to standard design and may be rebuildable.
- d. No adjustable shock absorbers allowed.
- e. Schrader valve shocks allowed, BUT must be plugged.
- f. No inside the cockpit suspension adjustments of any kind allowed.
- g. All lightweight components are subject to Technical Committee approval.
- h. No lefthand side pan hard bar.
- g. No radius rods shorter than 25” or with bolt on bracket.

15. FRONT SUSPENSION –

- a. Must be straight or beam axle.
- b. Any combination springs, torsion bars, shocks or coil-over shocks.
- c. Shock absorbers limited to standard design and may be rebuildable.
- d. No adjustable shock absorbers allowed.
- e. Schrader valve shocks are allowed, but MUST be plugged.
- f. Steel or aluminum spindles.

- g. Sway-bars permitted.
- h. No inside the cockpit suspension adjustments of any kind allowed.
- i. All lightweight components are subject to Technical Committee approval.

16. REAR ENDS –

- a. American made car or truck rear ends allowed.
- b. Quick-change rears permitted. (light-weight and offset rear axles subject to Technical Committee approval).
- c. Live axle rears must have steel axle only.

17. TIRES & WHEELS –

- d. Wheels may be steel or aluminum.
- e. Beadlocks required on right rear and highly recommended on right front.
- f. **Right rear sprint car tire, no bigger than 95” diameter may be used.**

18. CHASSIS –

- a. The chassis must be of adequate strength to safely support the roll cage structure as well as the driveline and suspension components.
- b. Stock type chassis are permitted as well as fabricated chassis that have main frame rails of 2 x 4 rectangular tube construction (see technical specs for specifics on Sportsman and Modified chassis).
- c. The Club reserves the right to test older chassis for structural integrity.
- d. Chassis of 5 years or older of the current year.

19. BODIES –

- a. The body carried must be securely mounted and offer reasonable protection to the driver.
- b. Drivers access window openings should be a minimum of 12”h x 18”w and allow unimpeded driver access in and out of the car.
- c. Access hatches in roof, or removable roof highly recommended for easy access to driver in case of accident.
- d. Mesh window screens in the front windshield area are required.
- e. A driver’s side window net is required for cars with driver location on left side.
- f. Doors shall be securely bolted, welded or otherwise secured shut.
- g. Hoods and trunk lids shall be properly secured by suitable fasteners.
- h. For ‘race’ cars, body width shall be minimum of 40” and be no wider than original production body width.

20. WINGS/AERODYNAMICS –

- a. No external wings or spoilers of any type to be used.
- b. Internal panel work may be used but not to extend beyond limits of body.
- c. No spoiler, lip or upturn at rear of panel work.
- d. Kick up on Gremlin roofs permissible.
- e. Front panels must be flat or convex and not formed to resemble a late model Modified wing.

21. MIRRORS/RADIOS –

- a. No mirrors of any kind to be used.
- b. No radios other than Race receivers to be used.

22. FIRE EXTINGUISHERS –

- a. All participants shall have a fire extinguisher capable of fighting fuel and oil fires within easy reach in their pit area.
- b. In car extinguishers are optional, if used they must be mounted securely with metal brackets.
- c. On-board fire suppression systems are permitted.

23. RACING NUMBERS -

- a. Racing numbers shall be ‘numeric’ and not ‘roman numerals’, written words (ie; ONE, ELEVEN , etc.) or similar.
- b. Numbers must be at least 12 inches high and in a contrasting color to the paint job.
- c. Number to be shown on each side of car and roof.
- d. Due to cars being registered with more than one Club, cars doubling up on the same number must have a letter or letters before or after number ie; #6, #6a, #r6 etc....
- e. Letters to be smaller than number.

II. TECHNICAL COMMITTEE

- 1. The Technical Committee will be made up of PATDVMS Board Members
- 2. The Technical Committee will be charged with enforcement of the rules and will make determinations on subjects not covered or set forth in these rules.
- 3. In the interest of maintaining even competition, the Technical Committee may promote or demote drivers based on car or driver capabilities.
- 4. Technical Committee rulings are final.
- 5. In the event all three Technical Committee members are not present to decide on a questionable rule, car, component or procedure at any given time, additional members shall be inducted to act in this capacity and their involvement shall constitute a ‘Technical Committee’.
- 6. A Technical Committee may be convened at any time.
- 7. Race day decisions made by the ‘Technical Committee’ shall be valid and upheld.
- 8. A ‘right of appeal’ to any determination made on Race day can be handed to the ‘Technical Committee’ in writing before the end of racing and will heard at a later meeting for such purpose, but such determination shall stand on the day.
- 9. All Technical Committee rulings are subject to further discussion by PATDVMS members prior to being incorporated in the PATDVMS official rules.

III. LINE-UPS

1. LINE-UPS

- a. Racing Events - Pills will be drawn by the Race Coordinators and lineups posted on a Board at a designated location (usually at one of the vehicles in Pit Area).
- b. It is the driver’s responsibility to know where they start in each event.

- c. If you are having trouble making your race, let the Race Coordinators know.

2. HEATS

- a. Starting lineup for Heats will be achieved by drawing for position before each race.
- b. Race Coordinators will draw positions and alert drivers to starting positions.
- c. Anyone who starts out of position or in the wrong Heat, unless directed to by Committee or Race Steward, will not be awarded finishing position or points.
- d. Drivers missing Heat 1 will not be allowed to start in the next Heat unless, after gaining permission, starting at rear to test car.
- e. No passing and driver to pull off if shown the 'being lapped' flag.
- f. Based on car count, every opportunity will be taken to give all 3 Classes separate Heats.

3. FEATURE

- a. Starting line up for Feature to be drawn prior to race.
- b. Winner from previous week will start in the rear and only move up as other members win and are moved to the back of the field.
- c. After consecutive wins, driver to start 50 yards behind entire field.
- d. Drivers winning a third consecutive time will start 100 yards behind entire field.
- e. In event of a driver dropping out of a race, the following driver will move forward and fill the gap.
- f. The Technical Committee may change the lineups at their discretion, to level the playing field for all competitors.
- g. For the 2023 season: Feature event line ups will alternate each scheduled race with Sportsmans in front and Modified in the rear.

4. ON-TRACK PROCEDURE for Racing Events –

- a. For PATDVMS race events, the event will be conducted as a race and all of the hosting track's rules regarding starting, restarting, flagging, etc...will be in effect.
- b. Complete control and discretion shall be in the hands of the hosting track's officials. c. Please keep in mind that these are vintage cars and every attempt should be made by the drivers to avoid contact and accidents (give each other room).
- d. Rough or overly aggressive driving will not be tolerated, and the technical committee may rule on incidents even if the hosting tracks' officials have ignored them.
- e. ALL DRIVERS SHALL CONDUCT THEMSELVES PROFESSIONALLY AND USE COURTESY TOWARDS THEIR FELLOW PARTICIPANTS AND ALL TRACK OFFICIALS.
- f. Drivers are responsible for the behavior and conduct of their crews and family.

5. DIVISION CARS

- a. Until such time that car counts dictate separation, VINTAGE MODIFIEDS, RETRO MODIFIEDS and SPORTSMANS will race together.
- b. Upon conclusion of the race event, the highest finishing car in each Class will be recognized as class winner.
- c. Irrespective of Class, the first car across the line will be declared the overall race winner.
- d. Separate VINTAGE/RETRO and SPORTSMAN points will be kept to determine the seasons points Champions in each class.
- e. A separate points score shall be kept for all VINTAGE MODIFIEDS and SPORTSMANS

utilizing pre 1998 chassis not utilizing 4 link or low rod rear suspension configuration to encourage and preserve the use of original and authentic Vintage cars.

IV. SPORTSMAN-LIKE CONDUCT

1. OVER COMPETITIVE CARS –

- a.** All PATDVMS members and participants should keep in mind that many of today's modern classes of racecars are quite expensive and have become financially out of reach to the average person.
- b.** The PATDVMS's goal is to keep the costs of being competitive at a reasonable level to ensure healthy car counts and competitive racing.
- c.** After consecutive outright Feature wins, drivers will be handicapped 50 yards behind the field.
- d.** A subsequent win will incur farther handicap of 50 yards (100 yards total).
- e.** At the discretion of the Committee, further handicaps such as, running a nominated hard compound tire, taller gear, adding of weight, or a combination of these may be handed down if a driver continues to be overly competitive. **SUGGESTION TO ADD:**
- f.** This will be done to even out the competition and provide all drivers with an opportunity to be competitive.
- g.** Technical infractions discovered at the conclusion of a race may result in disqualification or other penalty.
- h.** Repeat offenders may be punished by suspension and/or expulsion from the PATDVMS.
- i.** The PATDVMS does not tolerate intentional CHEATING and those found guilty will suffer immediate loss of points and expulsion.
- j.** Other Vintage Clubs will also be notified.

2. ZERO TOLERANCE RULE

- a.** Over driving and overly aggressive driving will not be tolerated.
- b.** If a car is black flagged during a race for over aggressive driving, or if it is deemed that a driver is over aggressive by the Technical Committee then consequences will ensue for the infractions.
- c.** **Consequence for over aggressive driving is forfeit of tow money to PATD, Inc.**

3. ANNUAL GENERAL MEETING –

- a.** A meeting will be held annually where current and proposed rules can be discussed and a vote of financial members in attendance can be taken on any changes considered.
- b.** It is recommended that rule change proposals be submitted in writing at least two weeks prior to the scheduled meeting.
- c.** General discussions and election of Office Bearers for the next 12 months shall also be held.

Office bearers will consist of:

- 1. PRESIDENT
- 2. VICE PRESIDENT
- 3. SECRETARY/TREASURER
- 4. PUBLIC RELAYIONS
- 5. OFFICER/SERIES COORDINATOR
- 6. TROPHY/POINTS COORDINATOR
- 7. RACE COORDINATOR

8. HEAD TECH OFFICER
9. TECH OFFICERS (2)

V. POINTS & SCHEDULE

1. POINTS –

- a. The Trophy/Points Coordinator will keep records regarding participation in all events.
- b. At the conclusion of the season, awards will be presented based on participation. Separate VINTAGE/RETRO and SPORTSMAN points will be kept to determine the seasons points Champions in each class. 7
- c. A separate point score shall be kept for all VINTAGE MODIFIEDS and SPORTSMANS utilizing pre 1998 chassis not utilizing 4 link or low rod rear suspension configuration to encourage and preserve the use of original and authentic Vintage cars.
- d. All members in good standings participating in club recognized racing events will be awarded points.
- e. Participants entering PATDVMS recognized car shows may also be eligible for awards for Show participation.
- f. Cars that earn a DNF but complete a minimum of one lap in a feature event will be awarded 25 points.
- g. Points System:

Place	Points	Place	Points	Place	Points	Place	Points
1	60	11	46	21	36	31	26
2	55	12	45	22	35	32	25
3	54	13	44	23	34	33	24
4	53	14	43	24	33	34	23
5	52	15	42	25	32	35	22
6	51	16	41	26	31	36	21
7	50	17	40	27	30	37	20
8	49	18	39	28	29	38	19
9	48	19	38	29	28	39	18
10	47	20	37	30	27	40	17

2. SCHEDULE –

- a. The Series Coordinator will schedule all PATDVMS events.
- b. The schedule will clearly indicate whether each event is a RACE, or a SHOW.
- c. The schedule will be posted on the Website and also be made available to all PATDVMS members prior to the first event.
- d. All scheduled events are subject to change due to host track schedule changes, questionable weather, etc. and it is the responsibility of the PATDVMS members to

verify with the Series Coordinator, hosting track or other entity, whether the scheduled event will be run.

- e. It is recommended that all participants call ahead to the track before towing there, in case of cancellation or postponement.

VI. FEES

1. CAR REGISTRATION –

- a. \$20.00 per year to be paid before first event of season.
- b. Contact PATDVMS coordinator for registration application form.
- c. No points accrued unless car registered.

2. CLUB MEMBERSHIP –

- a. \$25.00 per Driver/Owner and \$10 per Crew member per year, to be paid prior to receiving membership card.
- b. All Drivers competitively racing cars registered with the PATDVMS must be a member in good standing with the club.
- c. On practice or promotional days where driving the cars is not competitive, nonmembers may drive cars to encourage involvement in the Class and Club.
- d. The Committee reserves the right to refuse, cancel or not renew memberships if they feel those members are causing friction with other members, track officials, members of other Clubs or members of the public whilst representing our Club and Class, also driving or behaving aggressively, not adhering to Club policies or directives, berating the Club, its committee or members or their behavior and/or goals are not in line with those of the Club.
- e. No alcohol to be consumed 12 hrs. prior to racing.
- f. Definitely no alcohol to be consumed during racing

VII. SOCIAL MEDIA AND TECHNOLOGY

It is our goal with PATDVMS that we promote a positive experience for all fans, drivers, owner, sponsors and tracks. Although we cannot control all the comments that are sent out on the social medias and technological devices, we do know they can and will spread messages extremely quickly, regardless of the message being positive or negative in nature.

Here at PATDVMS, we will not tolerate any form of negativity in the form of berating, bashing, threats, etc. to any driver, car owners, team, track, sponsors, fans etc. We at PATDVMS will address these issues in a respectful and professional manner with the parties involved. Depending on the severity and number of the incident(s), loss of points, tow money, suspensions may be assessed to those involved.

RACECAR TECHNICAL SPECIFICATIONS

Information on both the Modified and Sportsman Divisions can be found below. In the event that specs are different from one class, it will be noted accordingly for that class.

1. BODIES –

- a. All body panels must be from American made passenger cars available in 1979 or earlier.
- b. All bodies must have an accurate VINTAGE appearance.
- c. Door panels shall not obscure the engine exhaust headers from view (minimum 3 header pipes).
- d. Body width shall be minimum of 40” and be no wider than original production body width.
- e. No excessive channeling.
- f. Bodies may be suitably altered to fit on open wheel style frames, but roof and quarter panels must be identifiable as original style body panels.
- g. Doors and Trunk may be replaced with fabricated aluminum or steel panels and to be contoured to appear original.
- h. Hood must be used and may be steel, aluminum or fiberglass - scoops to remain ‘era authentic’ ie; no ‘anteater’ style scoops.
- i. Original steel or accurate dimension fiberglass replica bodies may be used. 1927 - 1979 bodies preferred.
- j. A front panel, not to exceed the width and no lower than the chassis, may be used.
- k. Must be flat or convex, must not be concave or formed to resemble a late model Modified spoiler.

2. OPTIONAL 1980’S BODIES-

- a. Early 1980’s Modified/ Sportsman (Mudd Bus) style fabricated aluminum bodies with fiberglass or steel Gremlin/AMC Eagle roof.
- b. Width of body not to exceed 60”, length and style of body must be consistent with dirt Modified cars 1985 or earlier.
- c. Leading edges of door panels may not extend further forward than the rearmost engine spark plug.
- d. Internal paneling or decking may be used but must not utilize a kick up, spoiler or lip at the rear.
- e. Filler panel may be used in place of kick up rear deck, plane must start behind rear most cage tubing and extend to top of deck kick up.
- f. Minimum roof size 48"wide x 56"long(Cutlass style roof/flat no kick up) Maximum roof size 49-5/8" wide X 62" long (AMC Eagle Style/flat w kick up)

3. CHASSIS –

- a. Minimum wheelbase shall be 104”.
- b. Stock frame rails are permitted.
- c. All frames must be in good condition and of adequate strength.
- d. A floor plate of minimum 16 gauge Aluminum to extend from rear of engine plate to 4” past front of seat.
- e. No Metric chassis or E Mod type chassis permitted.
- f. VINTAGE MODIFIED chassis must be year 1998 or older and not utilize 4 link or low rod rear suspension configuration.
- g. RETRO MODIFIEDS may utilize a minimum 5 year old chassis and all chassis to have rectangular steel frame rails from behind front axle to in front of differential (see body rules for specific requirement in regards to 1980’s style cars) Stock frame rails are permitted.

- h. SPORTSMANS may utilize a minimum 5 year old chassis and all chassis to have rectangular steel frame rails from behind front axle to in front of differential (see body rules for specific requirement in regards to 1980's style cars)

4. WEIGHT – ALL CARS WILL BE WEIGHED. - (Weight rules will be strictly enforced)

- a. Cars must meet minimum weight requirements at the conclusion of the race, driver seated in car, no fuel added.
- b. TRACK SCALES ARE OFFICIAL.
- c. No allowance given at scales.
- d. Cars failing to meet minimum weight will be disqualified.
- e. All ballast weights attached to cars must be mounted securely with adequately sized bolts.
- f. No welded on weights.
- g. Minimum weights -

VINTAGE MODIFIEDS: 2,400 pounds.

RETRO MODIFIED MUDD BUS: 2400 Pounds –

- a. A weight penalty will be incurred to even out chassis/suspension/aero advantages with this style body.
- b. RETRO MODIFIED MUDD BUS utilizing a post 1998 chassis with a 4 link or low rod suspension configuration, PLUS 200 pounds on Class weight OR 100 pounds on class weight with use of rev limiter and 6900 rpm rev chip.

SPORTSMANS – 2,400 pounds.

SPORTSMAN RETRO-MUDD BUS -

- a. A weight penalty will be incurred to even out chassis/suspension/aero advantages with this style body.
- b. MUDD BUS SPORTSMANS utilizing a pre 1998 chassis (without a 4 link or low rod suspension configuration) will receive no weight penalty.
- c. RETRO MUDD BUS SPORTSMANS utilizing a post 1998 chassis with a 4 link or low rod suspension configuration, PLUS 200 pounds on Class weight OR 100 pounds on class weight with use of rev limiter and 5800 rpm rev chip.

All cars to be weighed at their first appearance of the year and weights recorded. Subsequently, three cars will be selected at random every race and scaled.

4. ENGINE -

VINTAGE and RETRO MODIFIED (Flat panel/Mudd Bus) –

- a. Inline 6 cylinder or V-8 engine allowed.
- b. Steel blocks and cylinder heads only on V-8.
- c. Aluminum head allowed on 6 cylinders.
- d. No cubic inch limit on 6 cylinders.
- e. No carburetor limits on 6 cylinders.
- f. Overhead valve V-8 engines shall have a single 4 barrel or 2 barrel carburetor only. 2 barrel required on all engines 396 cubic inch and larger.

- g. Aluminum intakes allowed.
- h. Wet sump engines only.
- i. No Chev LS engines.

SPORTSMAN -

- a. Inline 6 cylinder engines must be steel block and wet sump.
- b. Aluminum head and intake allowed.
- c. No limit on carburetors.
- d. No limit on cubic inches.
- e. Overhead valve V-8 engines must be small block and maximum 366 cubic inches.
- f. Must be steel block, wet sump and run flat top pistons and a flat tappet camshaft.
- g. Aluminum intake allowed with one '4412' 2 barrel Holley Gasoline with standard venturi (checkable with go/no go gauge).
- h. Heads must be steel, OEM and may be ported and polished - Fuellie and Vortec heads allowed on Chev engines.
- i. No restrictions on Flathead V-8's. No Chev LS engines.

5. V8 CARBURATOR -

SPORTSMANS:DIVISION

- 1) Stock 2 barrel Holley 500 CFM #0-4412.
 - a) Holley part numbers
 - i) #0-4412,
 - ii) #4412S,
 - iii) #4412C,
 - iv) #4412CT only permitted.
 - b) No modifications permitted other than those described herein.
 - c) Just because it says 4412 doesn't identify it as stock or legal.
- 2) High performance or aftermarket modified parts and or carburetor not permitted including
 - a) Holley
 - i) #0-80583-1,
 - ii) 4412EX,
 - iii) 4412HBX
 - iv) or similarly modified carbs available.
- 3) Choke plate horn may not be removed or modified other than to remove choke plate and choke plate shaft.
- 4) Base plate must remain stock with no modifications. Performance or aftermarket baseplates not permitted.
- 5) Metering blocks (Holley part #134-137) must remain stock.
 - a) Metering block (Holley part #134-280) not permitted.
 - b) Aftermarket metering blocks made from billet aluminum or other material not permitted.
 - c) No milling of carb body metering block surface or metering block permitted.
- 6) No modification to the primary and or booster venturi shape, surface finish, position or size.
- 7) All carburetors will be subject to random visual, physical dimension and go/no-go gauge inspection.