



Vintage Class Rules

CAR BODY:

Cars must be easily identified as to make, model and approximate year.

- Bumper to Bumper all steel body from 1950 to 1979. No 3rd generation Camaros, no "G" body GM bodies, and no Fox Body Mustangs. Exception to 2nd generation Camaro & Firebird: plastic nose only above the bumper & must have headlights and grill decals.
- Nose must be stock appearing and match year/make/model of the body. NO wedge styles!
- No spoilers or ground effects. Any modifications to body should not take away from overall identification of model.
- Side rub rails/bars are acceptable but must be flush with body, no bigger than 1.5" hollow pipe that is capped & tapered on both ends. Must be painted to match car.
- No glass permitted. Mirrors are allowed.
- No loose chrome or sharp edges that could cut tires or be hazardous to other competitors.
- Clean and bold paint with readable numbers & sponsors and staying with the overall throwback theme. No fancy modern looking wraps.
- Cars must have simulated headlights and taillights either painted white for headlights and red for taillights or sticker package matching the make/model of the car.

Items teched - Shocks (must be non-rebuildable). - Tires. - Carburetor (2 barrel and gauges). Driver will pull carb for inspection, NOT tech! - Old mod chassis must have 100lbs. of weight mounted in front of the radiator. Weight can only be small block Chevy, Ford or Mopar cylinder heads painted white. (They weigh 50lbs. each) Cylinders can not be cut in half. Unless engine is mounted in stock location. - Car must weigh at least 3,000 lbs. with driver in car

GUIDELINES AND SPECIFICATIONS:

• **Front Suspension** – OEM lowers only. No fabricated lowers, stamped steel OEM appearing only. Tubular uppers are OK. No sway bars. Torsion bars (Chrysler) are OK. Any OEM spindle and any ball joint. Shocks do not have to be in stock location. Heims on tie rods are OK. Screw jacks are permitted. All other components must remain unaltered OEM in OEM location. No suspension stops of any kind are allowed. 3 piece rebuildable spindles allowed. Wide 5 tire set up allowed.

• **Steering** – All steering components must remain unaltered (IMCA stock car rule) OEM in OEM location. No rack and pinions. Heims permitted on tie rod ends ONLY. Steering quickeners are allowed.

• **Shocks** – Non-rebuildable, fixed/welded bearing end shocks only. NO TOLERANCE! Four shocks only, one per wheel. Location can be changed. No Bilstein SZ Series shocks!

• **Springs** – Five inch minimum O.D. coil springs with height no taller than 13". Leaf springs must be stacked STEEL (no composite) leaves. Four springs only, one per wheel. ALL

RESURRECTED MODIFIEDS MUST BE CONVERTED TO LEAF SPRINGS OR 2 LINK WITH STEEL PANDHARD OR JBAR!

• **Rear Suspension** – All components and mounts must be steel, unaltered OEM in OEM location. Coil or stacked steel springs allowed. Coils must remain in stock location. Aftermarket coil springs OK (as long as they're at least 5" O.D.). Leaf springs must be stacked, steel (NO composite or mono-leaves!). No birdcages or floating devices of any kind. Stock trailing arms with OEM bushings only. No mono-balls or Heims joints! Clamped mounts only! No coil over eliminators. **2 Link Must run Steel tubes and heims on all bars and coils on top of housing!**

• **Rear End** – any rear axle is permitted. Floating axles are OK (Grand National Type). Quick Changes are permitted. Leaf spring rear ends can only be attached by cradle and U-bolts; nothing else.

• **Tires/Wheels** – 8"x15" steel wheels only! G60-15's only! Hoosier or American Racers. No wrapped tires brought to track or tire work (grinding, sanding, grooving, siping, etc.) to be done at the track.

• **Brakes** – Brake components can be aluminium or steel. Disc or drum brakes are allowed. Right front shut-off is permitted.

• **Exhaust** – Any manifolds, any headers. Exhaust must exit the vehicle under the car and away from the driver.

• **Fuel** – Gasoline only! E-85 is OK. No methanol. 110 octane is OK.

• **Weight** – 3,000 lbs. with driver after race. • **Battery/Starter** – Any 12 volt conventional battery. Must be mounted to roll cage and a safe distance away from the driver. Starter must be in stock location and must be self-starting.

• **Gauges/Electronics** – No radios or transmitting devices allowed. No timing retard or driver controlled devices. No electronic computer devices allowed of any kind. No digital tachometers, no electronic traction control, no magnetos. MSD ignition is allowed.

• **Engine Compartment** – any engine found to be set back further than the #1 spark plug behind the right front ball joint will be required to add 100 lbs. of lead in front of the radiator (modified chassis). Weight can only be small block Chevy, Ford or Mopar cylinder heads painted white. (They weigh 50lbs. each) Cylinders can not be cut in half. 2

• **Engine Options – V8**, Shaft and roller rockers are OK. No electric water pumps are allowed. No dry sump systems. Unaltered OEM type harmonic balancer only. No aluminum cylinder heads.

• **Carburetor** – 500 Holley 2 barrel (4412) ONLY or smaller. Must fill gauges.

• **Transmission/Driveshaft** – OEM transmissions only. No internal clutch type transmissions. Transmission must have a working reverse gear. Must have a driveshaft loop six inches behind the yoke coming out of the transmission. Driveshaft must be painted white.

• **Frame** – Option #1 – Full frame car with stock rear suspension Option #2 – Unibody car with stock rear suspension Option #3 – Stock stub / tubular rear, must run stack leaf springs or 2 link with Steel Panhard or Jbar. This option makes old modified cars legal IF they are converted to a leaf spring type or 2 link with steel Panhard or Jbar with coil springs on top of housing rear suspension. **No full tube chassis. Minimum wheelbase 108”.**

• **Roll Cage** – Main cage must consist of continuous hoops. Main cage must be minimum 1.5 inch O.D. Four post roll cage required, front down bars and rear hoop must be welded to the chassis of the car. Roll cage cannot be welded to the floor pan. Drivers head cannot protrude above the outside cage with the driver helmet on. Rear hoop must have an “X” brace to keep rear hoop from collapsing. Rear kickers are required from the back of the hoop behind the driver. All bars must remain inside of the body. Minimum three horizontal door bars are required on the driver’s side door. Minimum 3 door bars on passenger’s side. Door bars must have uprights tying them together. Driver’s side door bars must be plated on the outside with minimum 18 gauge steel.

• **Bumpers** - Factory metal front and back bumpers (or similar in likeness). Tube bumpers are acceptable as long as they are two 1-3/4”(max thick) round bars, 8” apart on center, capped and they can’t wrap fenders (time period wrapping acceptable). A simple metal 1-1/4” (max thick) tube loop on front bumper is acceptable for grill protection.

• **Safety** – Safety rules apply at any time a driver is in their car and on the track. Snell-rated SA2005, SA2010, or SA2015 helmet required. Roll bar padding suggested in driver compartment. SFI-approved fire suit required. Fire retardant gloves, shoes, and neck brace (or head and neck restraint) required. Driver-side window net required, must be mounted to roll cage so latch is at the top of the Racing seat and 5-point racing harness required.

Both seat and belts must be mounted to roll cage.

• **Race Receivers** – all drivers are required to have race receivers for communications with track officials

DRIVER FEE

One time track registration \$50

Driver & car get in gate FREE each night Vintage class runs!

All other crew pay normal gate entry!

Every Driver who completes heat races and at least 1 lap of Feature gets paid \$50, NO pay to anyone who doesn’t.....