

LONESTAR SPEEDWAY MODIFIED RULES

***NOTICE: 5" Maximum Spoiler. 8000 RPM Chip.
2350 weight AFTER race with driver (steel or aluminum head).***

***The chip may not be within reach of the driver while in the cockpit and
must be easily accessible to officials at any time.***

BODY:

An aluminum half-windshield may be used on the driver's side of the front window opening only.

Stock appearing front window support units must be used (painted roll bars are not acceptable substitutes). The front window may support no more than twenty (20) inches at the bottom, going straight up to the top.

A minimum window opening of twelve (12) inches on all four (front, back, left, and right) window openings must be maintained.

Streamlining at the top of the windshield is not allowed. Bodies must have standard appearing windshield opening, and corner post must follow standard configuration.

The original roofline of the vehicle (parallel to the deck, side to side) must have maximum of five (5) inches of slope from rear to front. Two (2) inch maximum roll, turned downward, is permitted along the front edge of the roof. No more than one-half (0.5) inch stiffener is allowed at the rear of the roof and must turn down perpendicular to the ground. A one (1) inch roof lip is allowed on the left and right edges of the roof. A maximum of four (4) inch sides on the roof are allowed. Aluminum roofs are permitted but must remain flat and not concaved.

Sail panels must be solid and match the design with matching styles on both sides of the racecar. Sail panels must extend from the back of the driver's seat to within a minimum of three inches from the spoiler support. Sail panels may have a maximum outward bow of four (4) inches top to bottom, a maximum bow of three (3) inches front to back, and no more than eight (8) inches above the back edge of the deck. The sail panel must be mounted within one inch of the outer edge of the deck and flush with the outer edge of the roof. Sail Panels, measured from side to side, may not have more than four inches of variance in material length when measured from the roofline to deck.

Reverse hood rake is not allowed. The hood must be level or slope forward toward the nose of a racecar. The back of the hood may be no more than two (2) inches above decking and sealed off completely. Lips on the sides of the hood are not allowed. The hood must be flat from side to side (bowed or concave designs are not allowed).

Belly pans are not allowed. A belly pan will be defined as any object or material that alters the airflow under the racecar. A rock shield may be installed to protect the oil pan and the bottom of the motor from the front cross member no further back than the rear engine mount (mid-plate/mid-mount) no wider than the radiator front to back.

Engine covers/panels in front of the door next to the engine compartment are permitted but must maintain a left-to-right gap of six (6) inches from the door. One side must remain open for inspection of the engine on the scales.

Bodies with excessive damage (as determined by an official) will not be allowed to compete.

The overall width of the racecar may not exceed eighty (80) inches—NO TOLERANCE. Width shall be measured from the widest points on each side of the racecar. The exception is in front of the left rear tire for tire clearance.

Deck & Trunk Area:

The rear decklid and/or trunk area must be covered.

Deck length may be a maximum of one hundred twenty (120) inches from the rear of the engine.

Deck height may be a maximum of thirty-nine (39) inches—NO TOLERANCE.

The deck must remain parallel to the frame and the same width from front to back.

The overall slope of the deck may be a maximum of eight (8) inches with a maximum of four (4) inches slope from the driver's seat to the rear of the deck.

The deck must remain flat side to side and front to rear, not concave.

Door and quarter panel height may be a maximum of thirty-seven (37) inches of the total material. Doors and quarter panels may be mounted a maximum of one (1) inch above the deck and must match side to side—NO TOLERANCE. A maximum five (5) inch plastic skirt on the bottom of doors and quarter panels and nose piece is permitted. All body

panels must remain outside of outer frame rails.

Excluding the hood and nosepiece, the top of the body should extend no further forward than the back of the engine block. The bottom of the body may extend up to eight (8) inches forward of the back of the engine block.

Nose: Maximum overall nose width is forty-two (42) inches.

Two (2) inch nose fins are permitted along both sides of the nose.

Nose fins may not pass the leading edge of the radiator or continue past the leading edge of the hood.

All aluminum of the nose (including the fins) must be completely inside the outer edges of the bumper. Nose fins must match side to side. If it is between nose fins, it is the nose; if it separates from the hood, it is the nose.

Plastic valances and/or plastic nose pieces are permitted, but no plastic may extend in front of the bumper. Plastic may flare past the sides of the bumper.

Aluminum or steel is not allowed outside the bumper.

All nose piece components must be a minimum of five (5) inches above the ground.
Spoilers:

All spoilers shall be measured as complete material height, including hinge and all hardware associated with connecting the spoiler to the decking, and open engine option #4. The maximum rear spoiler height shall be five (5) inches.

The rear spoiler may not exceed the width of the rear deck lid, must be flush to the deck, and must extend from the right edge of the deck to the left edge of the deck. Spoiler material must remain flat.

The rear spoiler must remain separate from sail panels.

A maximum of two (2) center supports, and a maximum of two (2) side supports may be attached to the front of the rear spoiler (see body diagram for dimensions).

Fins, wings, lips, deflectors, or other air spoilers (except as noted above) are not allowed.

Any fins, wings, lips, deflectors, or other permitted air spoilers must match the

corresponding part on the opposite side of the racecar.

Bumpers:

The center of bumpers (front and rear) must be a minimum of sixteen (16) inches and a maximum of twenty (20) inches from the ground.

Both front and rear bumpers must be used and may not have any sharp edges. Any inappropriate bumper may be disallowed at the discretion of an official. The front bumper should be mounted from frame-end to frame-end with the bottom loop parallel to the ground. Bumpers must be made of a minimum of one and one-quarter (1.25) inch diameter tubing with a minimum wall thickness of sixty-five one-thousandths (.065) inch and must support the racecar if lifted by a tow vehicle. The top bar must be directly above the bottom bar. Rear bumpers may be constructed of tubing or flat stock and must protect the fuel cell. Rear bumpers may be no more than two (2) inches wider than the body on each side and may not be open-ended (must wrap around and be connected to side rail bars).

Any aluminum of the nose may not extend outside of the front bumper. Plastic valances and/or plastic nose pieces are permitted, but no plastic may extend in front of the bumper. Plastic may flare past the sides of the bumper, but all nose piece components must be a minimum of five (5) inches above the ground.

The front bumper may be a maximum width of 44 inches from outside to outside.

All racecars must be numbered with large, legible numbers on both sides, on top and the nose, and rear panels. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.

ROLL CAGES:

The main roll cage must consist of continuous hoops of round steel tubing and must be acceptable to officials. Acceptable tubing is as follows: minimum one and one-half (1.5) inches diameter by ninety-five one-thousandths (0.095) inch wall thickness for the main four-point roll cage. Any tubing measuring one and three-quarter (1.75) inches diameter will be allowed a tolerance on the wall thickness for tubing manufacturing imperfections. Any tubing under one and three-quarter (1.75) inches diameter will not be allowed any tolerance on wall thickness. A minimum of three (3) driver-side door bars must be parallel to the ground and located perpendicular to the driver to provide maximum protection for the driver without causing undue difficulty in getting in or out of the racecar. Sidebars

must be welded to the front and the rear of the roll cage members. Driver side door bars and uprights must be at least one and one-half (1.5) inches in diameter at a minimum of eighty-three one-thousandths (0.083) of an inch wall thickness. Steel door plate, 18 gauge or forty-nine one-thousandths (0.049) inch minimum thickness, must be securely welded outside of driver side door bars and cover area from a top door bar to bottom door bar and rear hoop down-post to five inches in front of the seat. Passenger side must have at least one cross door bar, horizontal or angled, minimum one and one-quarter (1.25) inch O.D. with eighty-three one-thousandths (0.083) inch wall thickness, and one top horizontal door bar, minimum one and one-half (1.5) inch O.D. with eighty-three one-thousandths (0.083) inch wall thickness

Roll bars within the driver's reach must be padded with an accepted material as determined by an official. Fire retardant material is highly recommended.

Installation and workmanship must be acceptable to officials.

Must be frame-mounted in at least six (6) places.

Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops.

With the helmet on and the driver securely strapped into the racing seat, the top of the driver's head must not protrude above the roll cage. It must have a crossbar in the halo.

Must have a protective screen or bars in a front window opening in front of the driver's face. Protection of driver's feet utilizing a bar across the back of the engine with vertical bars and rub rails or similar protection is mandatory.

Brace bars forward of roll cage may not be higher than the stock hood height.

Adjustable bars on the frame and/or roll cage are not allowed, Removable bars are permitted.

FRAME:

Factory production complete full 1960 or newer parallel American passenger car frames only. Frames may be cut in the rear only at a point equal to or behind the rear of the engine.

May only be altered for the installation of springs and shocks.

All components must be made of steel and be properly welded.

Must be complete on both sides, may not be widened or narrowed, and must support roll cage on both sides. All factory holes must be present for the inspection. All measurements must meet the frame diagram tolerances listed or be within one half (0.5) inch (either way) of OEM measurements on any measurement not listed on frame diagram—**NO TOLERANCE**.

The minimum height from the ground is four (4) inches (Exception: Front cross member may be notched for radiator clearance only). The right front frame rail must be at factory height and may not be raised.

The rear of the frame may be altered to accept leaf or coil springs.

Hydraulic, ratchet, or electric weight jacks are not allowed anywhere on the racecar. Aluminum jack bolts are not allowed.

Wheelbase must be a minimum of one-hundred eight (108) inches on both sides (no tolerance).

Tubular front clips are not allowed.

The maximum overall width of the car (at front or rear) shall not exceed eighty (80) inches—**NO TOLERANCE**.

The rear of the engine (bell housing flange) must be mounted at least seventy-two (72) inches forward from the centerline of the rear axle—***NO TOLERANCE***.

COCKPIT, STEERING & SEAT:

Loose objects and/or weights are not allowed.

Airbags are not allowed.

Rearview mirrors are not allowed.

The floor and firewall must be complete in the driver's compartment. Minimum one eighth (0.125) inch aluminum, or six one hundredth (0.06) inch steel, complete floor pan required. No interior sheet metal can be higher than or enclose a standard window opening. Sheet metal in the driver's compartment must be horizontal from the top of the driveshaft tunnel to the right-side door bars or angle from the top of the drive shaft tunnel upwards to the top of the right-side door bars. Driver must be able to exit the racecar from both sides.

Steering:

Must be OEM and remain within the original bolt pattern for the type of frame used. The Center link must match the frame. Inner and outer tie rod end and adjustment sleeve may be replaced with a heim end and steel tube.

Rack and pinion are not allowed.

The 600 Power Steering Gear Box is not allowed.

It may be modified to suit the driver but must remain on the left side of the cockpit (no center steering).

Quick-release metal coupling on the steering wheel is mandatory. Plastic couplings are not allowed.

Seat:

Factory-manufactured racing seats are mandatory and must be acceptable to officials. Homemade aluminum, plastic, or fiberglass seats are not allowed.

Must be installed properly, and seatback cannot be moved back further than the rear edge of the quarter post.

High-back aluminum seats only. Full containment racing seats are strongly recommended.

SUSPENSION:

Packers, bumps stops, biscuits, chains, or any other material meant to limit suspension travel is not allowed unless noted below (Exception: Bump stops and/or various rubber biscuits are permitted in conjunction with the pull bar, rear limiting chains, lift arm chain, right front shock, or blocks from rear-end housing to underslung chassis).

Suspension and/or rear-end parts must be made of steel. Aluminum and/or titanium components are forbidden. Aluminum J-bar brackets (chassis and pinion), upper A-frame cross shafts, and limiter chain brackets are allowed.

Vertically mounted steel limiting chains, with or without rubber bump stops, may be utilized in the race car's rear. The chain may be mounted to floating or bearing type

brackets on the rear end.

All chassis brackets and/or mounts must be welded or securely bolted to the chassis. Floating, pivoting, and/or rotating mounts and/or brackets of any sort are forbidden. Gun-drilled, tubular, or hollow bolts or studs are not allowed anywhere on the racecar.

Suspension covers are not allowed. Tarps or covers are not allowed on the racecar in the tech area.

Front Suspension:

The front suspension must remain stock type for the type of frame being used. Steel aftermarket parts may be used as stock components but must mount in the stock location and be the same size as the OEM parts; this includes lower tubular A-frames. If using lower tubular A-frames, they must match factory specs. All parts must meet OE specs and match side to side. GM 1978-1988 metric "G" body frames are permitted to use the Nova lower "A" frames. Bottom A-frames may not be altered, lightened, or moved and must match side to side.

Steel tube-type upper A-frames are permitted and may be moved. Steel or aluminum cross shafts are permitted.

Only stock passenger car spindles are permitted. Fabricated spindles are not allowed. Front sway bars may be utilized. Front sway bars must be made of steel and may be attached to the bottom A-frame using steel heim joints (must be solid, full-length OEM). Coil-over springs are not allowed on the front.

Front chains are permitted but must remain loose at ride height.

Rear Suspension:

All rear suspension radius rods must be of a fixed solid steel design.

Only two (2) radius rods per side are permitted. One additional rod per side for brake floater only is allowed.

Only one (1) single unit birdcage per side is permitted. Birdcage must spin freely forward and backward. Radius rods must mount to birdcage or solid on rear end housing. If one radius rod is on a birdcage, then all rods must be on birdcages. One additional floated birdcage-style bracket and radius rod is permitted per side to accommodate floated brake system only.

Springs and/or shocks may be mounted to birdcage or lower radius rod or solid on rear end housing. If mounted on the housing, it may be no more than seven (7) inches from the center of the axle tube and mounted solid.

Only one (1) mechanical traction device is permitted. Only one (1) pull bar, or one lift arm is permitted.

A pull bar is defined as a continuous assembly connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during the competition (cannot be adjustable from the cockpit). A lift arm is defined as a solid steel triangulated bar connected at the top and bottom of the rear end housing and extends forward where it is connected to a shock or shock-spring coil-over combination and a limiting chain (with or without a biscuit for cushion). One stabilizer bar is permitted.

Steel coil-over eliminators and/or steel-aluminum coil-over kits are permitted on the rear only but must conform to shock and spring rules.

Rear pan hard bars are permitted but must be made of steel and may be attached by using a minimum three-quarter (0.75) inch i.d. steel heim joint.

Shocks:

Only one shock per wheel is permitted (Exception: The fifth shock may be mounted horizontally over the pull bar or vertically in front of the lift arm). Pull bar shock mounts must be equal to or above pull bar mounts. Pull bar shock length at the installed position, including extensions, shall be a maximum of twenty-four (24) inches. Bump stops and/or various rubber biscuits on pull bar and lift arm shocks are not allowed. Shocks must be mounted vertically, and rear shocks may be no more than twenty-five (25) degrees from vertical. Dummy shocks in relation to functioning shock absorbers are not allowed (i.e., no dummy shocks to replace slider). All shocks must be made of steel (magnet must stick). Aluminum heims on shocks are not allowed (steel caps only). Only conventional-type (closed on one end) shock absorbers are permitted. Only single-shaft shocks are permitted. Air shocks and/or canister shocks are not allowed. Inerter shocks, J-damper shocks, active mass damper shocks, and/or through-rod-designed shocks are not allowed. Bump stops, spring rubbers, or any other limiting devices are not allowed on any suspension component (Exception: Bump stops and/or various rubber biscuits are permitted in conjunction with the pull bar, rear limiting chains, lift arm chain or blocks from rear-end housing to chassis, and any size external bump stop on the right front shock is permitted). Electronically controlled and/or monitored shocks by any means or methods is forbidden.

Cockpit adjustable shocks are not allowed. Shock covers are permitted but may cover the only front half of shock and must be mounted directly to shock.

Springs:

One spring per wheel is permitted. One additional spring is permitted in the car's center pertaining to the pull bar or lift arm. All coil springs must be at least four and one-half (4.5) inches outside diameter (except pull bar and lift arm). Springs must be made of steel. Torsion bars in the rear are not allowed. Stacked, tapered, and/or welded springs are not allowed. Progressive springs are not allowed (except on the pull bar or lift arm). Spring wire diameter and coil spread must remain consistent from one end to the other. Only conventional spring mounting devices are permitted. Widgets, tricks, and/or spring-altering mounting devices are not allowed.

ELECTRICAL SYSTEM

Battery: Must be securely mounted inside frame rails and covered. If mounted outside of frame rail, a nerf bar (minimum one and one-quarter (1.25) outside diameter by ninety-three one-hundredths (.093) thickness tubing) must be installed around the battery box for protection. One (1) 12-volt or 16-volt battery is permitted. One (1) additional 9-volt battery is permitted to run a digital tachometer only. Voltage converters are not allowed. 6.1.4 All battery posts must be securely covered.

Ignition: One (1) unaltered ignition system is permitted—secondary and/or backup systems are not allowed. MSD 6CT #PN6427 is recommended.

Magnetos are not allowed. Crank-triggered ignitions are permitted only on racecars utilizing a GM CT525 crate engine—must utilize MSD LS Series #PN6014CT set to the GM recommended preset.

One (1) coil only is permitted.

A kill switch within easy reach of the driver is required. The switch must be marked “OFF” and “ON.”

Except for memory recall tachometer, electronic monitoring computer devices capable of storing and/or transmitting information are not allowed.

Must utilize an 8000 chip RPM rev-limiter.

Wiring elements must be accessible for technical inspection. Any racecar advancing spots

and missing will be subject to disqualification.

Cameras pointing to any moving and/or suspension parts are not allowed.

FUEL SYSTEM

Fuel: Must be automotive gasoline or alcohol only. Additives of any kind are not allowed. E85 ethanol or racing fuel is permitted. Penalty for illegal fuel is loss of points, cash, and awards earned for that event. Fuel may not be blended with ethers or other oxygenates and may not be blended with aniline or its derivatives, nitro compounds, or other nitro-containing compounds. Oxygenated fuel is not allowed.

Electric fuel pumps are not allowed.

Carburetor: One (1) two-barrel, four-barrel, or Predator carburetor is permitted. Must be naturally aspirated.

Fuel injection is not allowed.

An adapter with a gasket is permitted. The adapter and gasket combined may be no more than two and one-quarter (2.25) inches.

Fuel Cell: Must be commercially manufactured and must be mounted utilizing at least two (2) steel straps. Straps must be two (2) inches wide at all measuring points. Must be enclosed in a steel container and must be protected in the rear of the axle by roll cage tubing mounted securely.

No part may be lower than protective tubing. Protective tubing must be no wider than six (6) inches on both sides. The fuel cell may be no lower than ten (10) inches from the ground. Must have check valves.

You are limited to a maximum capacity of thirty-two (32) gallons. A ball-type, flapper, or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.

TIRES & WHEELS

Wheels: Must be fifteen (15) inches in diameter and eight (8) inches in width. Stickers are not required. Must be reinforced steel only. Added ballast to wheels is not allowed. A steel or aluminum bead lock may be used on the right front and right rear wheels only and may be mounted on the outside of the wheel so long as it does not add over three-quarters

(0.75) of an inch to the overall width of the wheel.

Homemade mud caps are not allowed.

Wheel covers are permitted on right-side wheels only (5 fastener types recommended).

Inner mud plugs are permitted. All mud covers must display car numbers on at least one side Wide-five-wheel adaptors are not allowed.

Spacer between hub and wheel is permitted but must be made of aluminum only, and the overall width of the racecar cannot exceed eighty (80) inches.

Aluminum or steel lug nuts are permitted.

Tires:

The only tire permitted is the American Racer G60-15 KK704 (Short, Tall, or X-Tall). Tires should durometer 50 or harder after any race. Any tire not meeting this durometer reading is subject to having a tire sample sent in for chemical testing. Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals that alter the manufacturer's baseline settings is not allowed. Grooving and/or siping is permitted. All sidewall markings must always remain visible. Buffing or removing the compound designations is not allowed. Adding ballast to the inside of the tire is not allowed.

Tire Testing Procedures: Track reserves the right to have tires tested for softening chemicals. If you have "doped" tires, then do not even bring them to the track). It is strongly recommended that all drivers use only soap and water. Baking tires will not eliminate traces of illegal substances.

BRAKING SYSTEM

Must be operating on all four wheels and must lock up all four wheels during the inspection. Must have caliper and rotor on all four wheels. Vented rotors are required on front and rear wheels. Electronic brake actuators are not allowed. Calipers and/or pads may not be lightened and must be OEM. Brake pads may not be altered.

Steel or aluminum single-piston OEM-type calipers are permitted. Piston diameter must be the same on all calipers.

Rotors must be steel and may not be lightened, scalloped, or drilled but may be slotted.

Rotors may be redrilled for different bolt patterns or larger studs.

Front-to-rear brake bias is permitted (no left to right). Anything prohibiting the right front brake from functioning is not allowed.

Brake shut-offs are not allowed.

Brake lines must be visible.

Must maintain minimum OEM dimensions for hubs, rotors, pads, and calipers, and the same side to side.

DRIVESHAFT

A loop is required and must be constructed of at least one-quarter (0.25) inch by two (2) inch solid steel. The loop must be mounted no more than six (6) inches from the front of the driveshaft tube. Alternatively, two (2) loops of one-quarter (0.25) inch by one (1) inch solid steel fastened to cross member are permitted. Driveshafts must be painted white. Aluminum driveshafts are not allowed; steel or carbon fiber driveshafts only (carbon fiber may have aluminum yokes).

TRANSMISSION

OEM automatic, three-, four- and five-speed production-type transmissions are permitted. Approved aftermarket transmissions are permitted. "In and out" boxes are not allowed. Must all be clutch-operated. Approved aftermarket transmissions are Bert, Brinn, Falcon, Race Gator, and Mitchell Machine Bullet Tranny with internal clutch. Clutch must be inside of bell housing for OEM production-type transmissions. Clutch-type transmissions must be equipped with an explosion-proof steel bell housing. Aluminum must be SFI-approved (Note: GM bell housing is not SFI approved).

Automatic and aftermarket transmissions must have a guard of two-hundred seventy (270) degrees around flexplate or flywheel and must be constructed of at least one-eighth (0.125) inch. Alternatively, automatic transmissions may utilize an SFI-certified aftermarket guard. All flex plates must be SFI-certified.

With the engine running and the racecar in a stationary position, the driver must be able to engage the racecar in gear and then move forward and then backward at the inspection time.

REAR-END

Any passenger car or truck type is permitted. Aluminum is not allowed except lowering blocks, axle cap, and drive plate.

Quick change rear-ends are permitted: Steel tubes only; ten (10) inch ring gear only; pinion and carrier bearings must be tapered; titanium is not allowed; wide-five-wheel patterns are not allowed; aluminum spools are permitted.

Magnesium will be permitted until such date that the cost increases, at which time only magnesium rear-ends purchased prior to that date will be permitted and must have the original serial number.

Cambered rear-ends are not allowed. One-piece drive flange only.

Traction devices are not allowed (includes Gold Track, True-Track, or similar type components).

Hub and/or drive flange assembly may not be oversized, and the entire hub assembly must match both in material and dimensions from side to side. The maximum drive flange diameter is seven (7) inches across; the maximum thickness is one-half (0.5) inches.

ENGINE

General Engine Rules: Must be able to be used in a conventional passenger car without alteration. Motor mounts may not be removed or altered. Castings (includes block, heads, and intake) and fittings may not be changed. Machine work outside of the engine or on the front or rear of the camshaft is not allowed.

“Dry sump” systems are not allowed. “Wet sump” oil system only. Internal or external oil pumps are permitted; however, a single pickup must remain in a pan with a maximum of one (1) pickup and one (1) return line. External remote oil tanks (dry sump tanks) are not allowed. Oil coolers and remote filters are permitted.

Modification of the cooling system is permitted. Radiators and oil coolers may not protrude above the interior.

Any American make may be used. The rear of the engine (bell housing flange) must be mounted at least seventy-two (72) inches forward from the centerline of the rear axle—NO TOLERANCE. The offset must be within two (2) inches of the centerline of the front

cross member. Must be a minimum of eleven (11) inches from the ground to the front center of the crankshaft.

Steel blocks only –aluminum and/or titanium are not allowed.

Overflow tubes must be directed toward the ground and inside the frame rails.

Radiator must be mounted in front of the engine.

Exhaust systems and/or mufflers must be mounted in such a way as to direct spent gases away from the cockpit and areas of possible fuel spillage. Exhaust through body panels or fenders is not allowed. Mufflers may be required at the track's discretion.

Roller cams are permitted unless otherwise noted.

Intake manifolds must be made of cast iron or cast aluminum. External modifications to cast-aluminum intakes are not allowed. Internal modifications are permitted.

Tri-Y headers are permitted but may not contain stainless steel.

Stud girdles and shaft rockers are permitted.

Engine components must be of matching manufacturers (i.e., Chevy for Chevy).

Heads may be angle milled, but valve angle must remain within one (1) degree of originally manufactured specification. Engine components must be of matching manufacturers (i.e., Chevy for Chevy).

Oil drains back, and cooling lines are permitted.

WEIGHT

Minimum weight 2350.

It may not be mounted in the cockpit. Must be securely mounted, painted white, and marked with the car number.

Must be attached with at least two (2) one-half (0.5) inch bolts per a maximum of one hundred (100) pounds of ballast. Any ballast weighing twenty-five (25) pounds or less may be mounted with a single one-half (0.5) inch bolt. Must be attached to the frame, roll cage, or rear-end housing. It may not be attached to the rear bumper.

SAFETY

It is recommended that each racecar have built-in fire extinguishing equipment but cannot be of the dry powder type (must be Halon 1211 or equivalent). Drivers should have in their pit area as part of their equipment, always, a fully charged dry chemical, Halon (or it is equivalent) fire extinguisher. Ten- or thirteen-pound fire extinguishers are recommended. Driver must wear a required helmet, fire suit, and five-point safety harness. Helmets are mandatory and must be certified in SA2010 or 2015 or 2020. The helmet must accompany the driver and racecar at the time of inspection. 15.6 Complete one- or two-piece fire suits of a flame-retardant nature are mandatory. 15.7 Fire-resistant gloves and shoes are mandatory. Fire-resistant socks are recommended. The use of a five-six- or seven-point driver restraint system (safety belts, sub-belt, and shoulder harness) is required. Factory-type shoulder belts or straps are not allowed. The use of a seven-point driver restraint system is recommended. The shoulder harness must be mounted to the main cage and not the tail section of the car. 15.9 Metal to metal buckles is required on the shoulder and seat belts. The shoulder harness must be mounted securely to the roll cage. Where the belt passes through the seat edges, a grommet must be installed, rolled, and/or padded to prevent cutting of the belt. The driver restraint system must be less than three (3) years of age past the date of manufacture. It is recommended that the driver restraint system be no more than two (2) years past the date of manufacture. A full-size window net mounted in the left side driver's window opening is required. Window net mounts must be welded or securely bolted to the roll cage. All bars around the driver must have approved roll bar padding. Approved racing arm restraints are recommended. Window net mounts are highly recommended to be securely welded or bolted to the inside of the main roll cage on top. Fire-resistant safety neck collars are mandatory.

We do not accept claims at LoneStar Speedway.