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2009

RACING RULE BOOK

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PREFACE

These **CLASSIC RACING SERIES** (CRS) rules are designed to provide for the orderly conduct of our racers and crew in the events for both spectators and competitors. It is the obligation of all participants to be fair with each competitor, be very aggressive in making safety his or her first consideration, and that all race car equipment complies with all **CLASSIC RACING SERIES rules**.

The **CLASSIC RACING SERIES** rules are in no way a guarantee against injury or death to participants, spectators or others. **CLASSIC RACING SERIES** will only make rules that can be honorably enforced!

NO alcohol or drugs permitted in racing areas. Offenders will be turned over to police and any other jurisdiction having authority.

GENERAL RULES, SPECIFICATION AND CONDITIONS

This is a baseline to make instant decisions at the time of race events. CRS officials have the right to change or modify rules as they see fit to enhance or clarify any questionable areas as it pertains to existing rules. Written notice will be given as to any changes made and effective date of such. Interpretations of the rules are the sole decision of CRS officials and are final at that time. Any changes will not alter previous rule interpretations and or disqualifications.

I. CRS REGISTRATION FEE

A. Every CLASSIC RACING SERIES CAR owner who desires to participate in a CRS event must apply for and receive an up-to-date CRS license. Licenses are non-transferable. Lending a license shall be subject to disciplinary action.

B. The membership fee will be seventy-five dollars (\$75.00) per year which includes a rulebook.

C. Temporary license fee for one race will be twenty-five dollars (\$25.00). No points will be awarded on a temporary license.

D. CRS may require a driver to submit to a physical exam by a qualified physician when it is deemed necessary before licensing as a competitor.

II. CRS DRIVERS

A. Must be at least 16 years of age.

B. Submit to and pass a driving ability test if it is deemed necessary by the CRS Board of Directors.

C. Have a respectable character and a good background.

D. All male and female drivers are welcome to compete in CRS events. A minor (under 18 years of age) must have a release signed by a parent or legal guardian.

E. A rookie driver is defined as a new driver in the division or a competitor who has not competed in 25% of a prior season of CRS sanctioned racing events.

Note: CRS has the right to issue a license, but not the obligation to approve the application of a person.

III. CRS CREW

All crew members (whether paid members or not) must follow the same outline procedures and rules established for all members.

IV. CRS OFFICIALS

Must possess the necessary qualifications and the abilities to carry out the required duties of a CRS official and must follow the same outlined procedures as established for all members.

V. CRS INSPECTIONS

A. All CRS race cars are subject to inspection at any time and in and in any manner set aside by CRS officials. All official decisions regarding which cars will be inspected, (prior to or after racing events) are final.

B. If an engine change is made, the CRS Board of Directors must be notified by the car owner prior to the next scheduled racing event.

VI. FLAG RULES

The official starter will explain all flags during the drivers meeting. Track officials will be happy to explain to competitors the local track rules and track expectations.

A. GREEN FLAG: Start of the race and race restarts. In all races each car must remain in position until the starting line has been crossed.

B. BLUE FLAG W/DIAGONAL YELLOW STRIPE: A warning to yield to faster oncoming cars and move to assigned part of track for cars being lapped.

C. YELLOW FLAG: Caution on the speedway, all cars must hold their position on the track behind the lead car. Cars making a pit stop during the yellow flag will go to the back of all cars left in the field.

D. RED FLAG: Race must be stopped immediately. No repairs or service of any nature may be done on the track while the red flag is displayed. You may take the car into the pits for repairs.

E. WHITE FLAG: Leader has entered his or her last lap.

F. CHECKERED FLAG: The event has been completed. When the checkered flag is given to the leader, the rest of the field receives the checkered flag at the same time. The driver receiving the checkered flag as well as those requested by the officials must go to the starting line or designated area to wait for the officials.

G. BLACK FLAG: Go to the pits immediately and report to the officials to learn the reason of the black flag.

NOTE: Black flag does not mean an automatic disqualification. After pit stop, the official may release the car in question and the car may re-enter the competition at the rear of the field.

VII. POINTS AND POINT FUND

A. Points will be awarded on regional circuit, provided the race events are with CRS race cars and the events are also sanctioned by CRS and strictly comply with CRS rules.

B. To be eligible for points, car and driver must complete the first green flag lap of the feature event. Points are awarded to the driver not the car or number. A driver cannot receive points for more than one car during the race.

NOTE: It is customary for the driver to share their point monies with the car owner. The

driver alone will be responsible for points fund pay out to the car owner.

C. Posted contingency and or point fund amounts may require product use or estimated quantities to be purchased during the season by CRS for competitors. Amounts may vary at season end. Decals and or uniform patches may also be required to be displayed for maximum point fund dollar awards.

D. Points will be awarded for all CRS events according to finishing positions as follows:

CLASSIC RACING SERIES POINTS

Position Feature

1	100
2	95
3	90
4	85
5	80
6	75
7	70
8	65
9	60
10	55
11	50
12	45
13	40
14	35
15	30
16	25
17	20
18	15
19-Balance	10

Note: There will be no points for heat races!

E. Violating CRS rules and or regulations established by CRS may cause a driver to forfeit his or her eligibility to participate in the points fund anytime prior to the presentation of the awards at the victory dinner. In addition if a member is found to be in violation of racing rules or fails to conduct him or herself in a sportsmanlike manner, the Board of Directors will choose whether or not to impose the following penalties; first offense \$50.00/50 points, second offense \$100.00/ 100 points, third offense \$350.00/2 race suspension. These penalties are at the sole discretion of the Board of Directors

F. All persons entering the pit must sign all track release forms, pay pit fee and/or race vehicle entry fee if any is needed for each racing event.

G. The pit area may be reserved for only tow vehicles with race car attached.

H. Any driver, car owner, mechanic, crew member, or spectator who makes threats or attempts to commit assault or do bodily harm to officials, drivers, or other persons will be subject to a \$100.00 fine and suspension of no less than two full races and can be

suspended permanently at the discretion of the board of directors. First offense \$100.00, second offense \$500.00, and third offense will result in an indefinite suspension.

I. The driver alone will be held responsible for the conduct of his crew.

NOTE: This also includes race vehicle owners. The driver alone is the sole spokesperson in any and all matters pertaining to race events.

J. It is mandatory that drivers attend all drivers meetings. When CRS holds a race in conjunction with a racetrack, when their competitors are also competing on the same date, CRS will use the local officials at the track. It is up to the driver to have a good understanding of what is permitted or disallowed and the tracks' decision will be backed by CRS.

K. There will be no scoring protest. Generally the track supplies scorers for the race event. CRS will cooperate with them and accept their scoring results as official. You may feel this is incorrect but as a traveling series this is the way it must be done. Local track officials make on-track decisions as they need to. CRS officials may assess addition fines, penalties, or suspensions if needed.

VIII. OFFICIAL RULES AND SPECIFICATIONS FOR RACE VEHICLES

These rules layout what can be done. Any questionable area you may find and expand upon will be found illegal unless prior written rule changes are given to you. No discussions will be allowed if found illegal. Remember, if these rules say you can do it, it is legal. Anything not stated that is done will be considered illegal at the time found even if the rule is changed at a later date to approve it. These race cars are intended to be as identical as possible as with the "IROC" series. If anything is found illegal before a race starts you will be told what you need to do and by when. If found illegal at post race inspection, you will be disqualified. If you are not sure, have the official check your car prior to the race.

1. IDENTIFICATION RULES

All race vehicles must comply with the following requirements:

A. Each race car must carry a special identification serial number assigned by CRS and permanently marked on the right side top front frame rail.

B. Any serial number that has been altered from the original number will not be permitted in competition sanctioned by CRS.

C. When the frame rail section bearing the registered serial number has to be cut and removed because of an accident, the serial number shall be transferred by approval of CRS.

D. If you build your own car, the owner will pay CRS a fee of \$50.00 to have to car inspected, the first inspection will be before the body is installed. The second inspection will be when the car is completed and prior to your first race. You will be assigned a number to weld on the frame. If you install a new frame on your present car, the CRS Board of Directors must be notified to re-inspect and grant permission to transfer the

registration number. The fifty (\$50.00) dollar fee is waived if the frame is being replaced as a result of an accident.

E. To be eligible to race and or receive CRS point fund points all cars must have current paid up licenses and all cars must have a CRS decal above the center of the rear window 6" tall 36" wide. Decals can be purchased from CRS.

2. CAR BODIES

A. Fiberglass bodies must have a neat appearance and must be maintained to the original configuration size and shape as received from CRS.

B. All bodies must be positioned on the frame in the exact location at overlap of seam on frame rails, 2½ inch tolerance either front or rear seam weld.

C. Body must maintain a standard windshield opening. No spoilers, air dams or aerodynamic enhancing devices of any kind allowed any place on car or chassis. These cars were intended to represent era when they were originally racing.

D. All race car numbers will be issued by CRS. You may request a particular number. Numbers will be repeated only in different regions. Your annual license must be purchased by January 10th of each year to guarantee your number. Numbers must be at least 16" high and neatly positioned on both sides of the race car on the center of the door. A number is to be placed on the left rear beside rear window. CRS requires that a 10"x48" area directly above the rear window be reserved for club web site promotion. The frontal section of each door should be available for sponsor decals if decided by the Board of Directors.

E. Rookie drivers shall identify their vehicle with a 4"x 24" yellow stripe placed in clear view immediately above the rear bumper.

3. FIREWALLS AND FLOORS

A. The floor must be complete and extend from the left side to the right in any configuration.

B. Steel or aluminum firewalls must separate the driver from the engine and fuel cell. Firewalls must be sealed on top, bottom, and sides. It is permissible to rivet both or weld the firewall into position.

C. Area below driver and in front of drivers feet must be steel with a minimum thickness of .048 (18 gauge) or aluminum with a thickness of 1/8 inch.

4. DASH AND GAUGES

A. A dash panel must be installed. A water temperature gauge, oil pressure gauge, rpm tachometer and a vision light can be incorporated in the dash panel.

B. A switch and starter button must be installed in easy reach of the driver.

C. A master on and off switch assembly must be used and CRS approved. Mounted on the left side of front left roll bar leg. Switch must be in easy reach of driver and track

emergency crews.

5. REAR VIEW MIRRORS, RADIOS

A. No rear view mirrors or two way radios are allowed.

B. The use of a race receiver is permitted and strongly recommended. The receiver is to monitor the track safety personnel for caution alerts and lineup clarification. Any other use will be construed as illegal and participant may be disqualified from the event at the sole discretion of the Board of Directors.

6. WINDSHIELDS

A. A full Lexan FMR-104 windshield may be used. "Full" means covering the complete windshield opening.

B. Windscreen may be substituted while racing on clay surface. Windscreen to be approved by CRS. Must cover complete windscreen opening.

7. SIDE WINDOWS

A racing approved nylon mesh screen in left window on the driver's side is required. No passenger side or rear window covering is allowed. COUPES: follow largest molded lip on window and cut along that line. Maximum width is 32" and maximum height is 14". SEDANS: follow largest molded lip on window and cut along that line. Maximum width is 33 1/2" and maximum height is 11 1/2". Right rear window can be modified also using the same guide lines. Maximum width on right rear is 33 3/4" and maximum height is 12". A recommended roll bar may be added over driver's head.

8. GRILLS

A. On asphalt tracks, screen wire fasteners to the inside of the grill.

B. Clay track grills may be covered with a heavy mud screen fastened to a special steel loop covering the complete area in front of the radiator.

9. HOODS

A. A hood is compulsory and must remain in actual configuration.

B. Hood pins or fasteners may be used both, front and rear of hood. No car will be allowed to race minus the hood.

NOTE: Hoods lost in a racing accident are excused and may reenter the race. Repair and or replacement must be completed before the next race (if track rules allow).

10. REAR TRUNK & DECK LID

A. Cars that have rear deck lids must use positive fasteners on all four comers.

11. BUMPERS

A. Front and back hollow tubing bumpers are required to meet CRS specifications. Front and rear bumpers are to be a minimum of 1-1/4" and maximum of 1-1/2" tubing. The ends need to be curved toward the frame. Front bumper can be IMSA type or extend out to the center of the tire.

B. Bumper and bumper brackets must be welded to the frame. Mounting points on chassis may be reinforced to hold bumper on when lifted with a tow truck. Nothing is allowed to strengthen the front and rear bumper surfaces. Additional support for connecting arms is permissible with CRS approval. Strengthened arms must be approved by CRS.

C. Bumpers are intended for appearance not contact.

D. Lowest point is 11" above the ground; highest point is 20" from the ground.

12. NERF BARS

A. Only to CRS specifications. Mounted to frame at two points front and rear. You can add two vertical bars.

B. Nerf bars are not to extend beyond the face of the side wall of the tire more than 1 1/2", regardless of wheel offset.

13. PROTEST RULES

A. Protests shall be brought to the attention of the officials in writing not more than 10 minutes after the race completion. Protests involving a fee will include disqualification of competitor from the event if protest proves to be valid. A visual protest will be made immediately prior to an event. A visual protest will not require a measuring device or the removal of any part. The car driver and or owner will be notified by CRS officials and must be corrected by the next race event if it is a nonperformance enhancement. If CRS officials determine it to be performance enhancing he may disqualify the car and driver until it is changed to legal status. Regular protest fee requires \$350.00 cash for head, bore, stroke, camshaft, and carburetor. Any parts not meeting CRS rules during tear down will mean disqualification. If parts are found to be illegal, \$300.00 will be returned to the person filling the protest; if parts are found legal \$300.00 will be paid to the competitor being protested. CRS will hold \$50.00

B. CRS shall determine the people permitted in the inspection area during a tear down. Failure to tear down is an immediate disqualification and loss of all monies and points won at that event.

14. ENGINE SPECIFICATIONS

OPTIONAL CRATE ENGINE – As an option for the Classic Racing Series the GM Performance Factory Sealer Circle Track Crate Engine is permitted. It is mandatory that the owner receive pre-approval of an engine **prior** to the purchase, by the Board of

Directors. The owner has the responsibility to notify the Board of Directors as to the origin of the motor, copy of the original purchase invoice, and the expected delivery date. The owner must not remove the engine from the factory packaging until inspection and tagging has been completed by two Board Members.

GM Part Number 88958602 GMR 350/350 Circle Track Engine.
All engine seals must remain intact and un-tampered. Any service work requiring the removal of any seal bolts must be scheduled with CRS officials, and performed by an approved CRS repair facility authorized by General Motors BEFORE the seal bolts are tampered with. Tampering with seal bolts will result in loss of eligibility of the engine to compete in CRS sanctioned events.

OIL PAN – The only approved oil pan for the GM Performance Factory Sealer Circle Track Crate Engine (GM Part Number 88958602) is the factory OEM GM Part Number 25534353oil pan. Additionally the oil pan seal bolts must remain in tact. Tampering with seal bolts will result in loss of eligibility of the engine to compete in CRCC sanctioned events.

VALVE SPRINGS – The only approved valve springs for the GM Performance Factory Sealer Circle Track Crate Engine (GM Part Number 88958602) are factory OEM GM Part Number 10212811 springs. Additional valve spring devices of any kind are not permitted.

HARMONIC BALANCER - The Harmonic Balancer must be factory OEM GM Part Number 12555879. Alterations of any kind to the factory OEM GM Part Number 12555879 Harmonic balancer are not permitted.

PUSH RODS – The only approved Push Rods for the GM Performance Factory Sealer Circle Track Crate Engine (GM Part Number 88958602) are the factory OEM GM Part Number 14095256. Alterations of any kind to factory OEM GM Part Number 14095256 Push Rods is not permitted. The addition of guide plates or any other Push Rod devices of any kind are not permitted.

ROCKER ARMS – The only approved rocker arms for the GM Performance Factory Sealer Circle Track Crate Engine (GM Part Number 88958602) are factory OEM GM Part Number 10089648 Rocker Arms with a 1.5 ratio. Additional rocker arm devices of any kind are not permitted.

CARBURETOR ADAPTER- plate cannot exceed 1-5/8" in thickness. Adapter plate may be metal or fiber and must be in the center of the intake manifold. Hole in the adapter plate must be straight bore. Adapter plate such as Canton #85-070 is permitted.

DISTRIBUTOR- only stock appearing HEI components are permitted. Aftermarket product can be used but must conform to stock configurations. NO EXTERNAL MSD boxes are permitted.

Approved 305 cubic inches Engine Specifications

A. All rotating engine parts can be balanced. Any engine found to be illegal will include disqualification from that event and forfeiture of points, money and trophy, plus forfeiture of points from all previous races through that date. Also a \$300.00 fine will be imposed and must be paid to CRS and a three race suspension will be imposed before a driver is allowed to race again. An illegal engine shall consist of any illegal parts found horizontally

from the fan blade through flywheel and vertically from the oil pan through carburetor. Any tampering or removal of a technical inspection tagging device will be construed as an illegal motor.

B. Only 305 cubic inch Chevrolet (GM) engines are permitted. Maximum overbore is .060 meaning a 315.07 cubic inch. No one piece rear main seal blocks are allowed (except for the "Spec." engine provided by the CRS Board of Directors).

C. Valve springs must be stock GM Chevrolet or equivalent. They can not exceed 115lbs. on the seat when tested on the engine. Valve spring diameter must be stock for a 305 engine, with a maximum of 1.250" diameter.

D. No vacuum leaks between the intake manifold and top of the carburetor.

E. Carburetor adapter plate and gasket cannot exceed 1 5/8" thickness. Adapter plate may be metal or fiber and must be in the center of the intake manifold. Hole in the adapter plate must be straight bore. Adapter plate such as Canton #85-070 is permitted.

F. Intake manifolds must be stock GM Quadra jet spread pattern, cast-iron or aluminum. Stock GM or Professional Products #52021 (Typhoon) intakes are permitted, no Bow Tie high performance intake manifolds are allowed. No angle cut, milling, grinding, acid dipping, coating, welding, port modification, or hole relocation is permitted. Blockage of heat riser and EGR holes is permitted. Quadra jet carburetor attaching bolt pattern is a rectangle design with dimension of 4 1/4" x 5 1/8".

G. Cylinder heads must be GM stock 305 cubic inch heads with 1.84 intake and 1.50 exhaust valves. No special after-market cylinder heads permitted. Only two valves per cylinder. No special valves or valve sizes permitted. Swirl type valves allowed but no polished valves allowed. Cylinder heads limited to a minimum of 55cc combustion chamber. No interior deburring or polishing permitted. Studs may be pinned. Poly-locks, screw in studs and guide plates permitted. No angle cut heads or excessive grinding, milling, acid dipping, coating, welding, port modification, or hole relocation beyond the basic stock street car rebuild. Three angle valve job is permitted.

H. Crankshaft must be stock 3.48" cast-iron. No racing cranks allowed. No polishing of crank counter weights allowed. No knife-edging of crank allowed. No one piece rear main seal crankshafts allowed, except for the "Spec." engine provided by the CRS Board of Directors. All crankshafts must use the older style two piece rear main seal. Any O.E.M. harmonic balancer allowed with a minimum of 6 3/4" diameter and no narrower than 1 5/8" (Advance Auto Parts #DA-3051). Outside inertia ring can be bolted to prevent loss and slippage. No after-market fluid dampers or any other after-market harmonic balancers allowed.

I. Rods must be stock 5.7" rods. Aluminum rods prohibited. No steel racing rods allowed. No polishing of rod I-beams allowed.

J. Pistons may be either flat top or stock GM pistons. Forged pistons or cast type pistons allowed.

Flat top pistons must have a four valve reliefs in each piston. Any type piston rings allowed. Must have a minimum of two compression rings and one oil ring. Floating wrist pins are allowed. No coating of pistons allowed. Engine blocks permitted a minimum of .0 deck clearance. Piston must not hit straight edge over cylinder while engine is cranked with starter.

K. Camshaft may be any flat tappet, hydraulic cam as long as its lift does not exceed 0.280" when measured at the push rod socket. This translates to .420"~ camshaft may be used with the 1.5" ratio rocker arms and is legal. If 1.6" rocker arms are used, you must not have more than .420" lift at the valve or its illegal, meaning you must have a camshaft with less lift. A .003" tolerance will be considered at push rod measurement due to manufacturing tolerance supplied to CRS by manufacturing companies. If lift is checked with a solid lifter installed in place of the hydraulic lifter.

L. Valve lifters must be hydraulic. No Rhodes type, anti pump-up, oversize, or rollers allowed.

M. Rocker arms must be of stock stamped, steel configuration and only 1.5" or 1.6" allowed. No aluminum or other roller rocker arms. Valve lift cannot exceed .420" with either 1.5" or 1.6" rocker arms when measured at the valve.

N. Engine location must be in the middle of the frame rails. Setbacks and offsets are not allowed.

O. Engine mounts must conform to original standard location. Only approved reinforced engine mounts are allowed. All engine mounts must be securely bolted and approved by CRS.

P. Engine displacement formula for determining cubic inches is: Bore X Bore X .7854 x stroke x number of cylinders = cubic displacement. Any engine exceeding maximum allowable cubic inch displacement limit will cause disqualification. Only 305 cubic inch Chevrolet (GM) engines permitted with a maximum over bore of .060", which results in 315.07 cubic inches.

Q. All engines are required to be inspected before being used in competition. Prior to the cylinder head and oil pan installation motors will require inspection from a minimum of two (2) board members. Engines will be checked for rule compliance, and upon satisfactory inspection will be sealed with a CRCC/CRS seal. In the event of repairs, the Board of Directors will be notified and will be present during teardown and reassembly. If two (2) board members are not present for the teardown and reassembly, the motor will need a complete inspection. Only engines having the CRCC/CRS embossed seal will qualify as a sealed engine to compete in any racing event. Upon extenuating circumstances the Board of Directors has the right to exercise leniency in the application of this rule.

15. FUEL SYSTEM

A. Only a round air cleaner element is permitted with a minimum of 12" and a maximum of 20" in diameter and a maximum of 5" in height. No holes permitted in top or bottom cover of the air cleaner. Top and bottom of the air cleaner must be the same diameter. Any attached tubes or other induction system used to flow extra air in to the air cleaner or carburetor will not be allowed.

B. Any mechanical fuel pump allowed that bolts and operates in stock Chevy mount and

works from the internal fuel pump push rod. A maximum of 1/2" I.D. fuel line allowed on car. No electric or belt driven fuel pumps permitted.

C. Carburetor must be 500 CFM 2 BBL Holley #82011 or #4412. Jets and power valve can be changed. No other modifications permitted.

D. Fuel cell is required. It can be no more than 8 gallons capacity and outside dimensions cannot exceed 3,000 cubic inches displacement. Fuel cell must mount above rear spring buckets and cannot be any further to rear of car than 3" from the back of the differential cover. Fuel cell must remain between weight jack bolts.

E. Gasoline fuel only. No nitrous oxide or other oxygen bearing fuel additives allowed.

F. Random drawing may result in feature race winner's carburetor being removed and inspected.

G. No fuel filler cap can be attached to the body.

H. Fuel lines must be steel or braided with no more than 6" of rubber on each end. Over flow hose must have one way valve installed (P.C.V. valve permitted). Vent line must extend below bottom of fuel cell.

16. ELECTRICAL SYSTEM

A. Only a stock O.E.M. HEI distributor will be allowed.

B. No MSD boxes allowed.

C. Any make or brand of spark plugs may be used.

D. Generator/ alternator system if used, must be working in charge range, 18 volts maximum allowed.

E. Self starter must be operative. All cars must start under their own power once the race is under way. The car may be pushed by hand in the pit area and down pit road only. Under no circumstances is any car to be pushed onto the race track from the pit area.

F. After-market coil is allowable as long as it matches the dimensions of the stock coil and mounts in the original location.

G. Battery must be located behind the driver seat firewall ahead of rear axle or under the floor of the car. Battery must be fully encased or be a gel type.

H. Any 12 volt after-market starter is allowed.

17. COOLING AND EXHAUST

A. Water pump impellers may be altered.

B. Type of fan is optional.

C. Fan shroud may be used.

D. The radiator must remain standard appearing and in approved position. Aluminum or

copper radiator is allowed.

E. Aluminum water pump is allowed.

F. No electric water pumps allowed.

G. All cars must have coolant over flow catch can.

H. Only Schoenfeld 2406 or 185 (185CM for crate motors) steel headers permitted. No Corvette exhaust manifolds permitted. Headers may be chromed, coated, or wrapped. Mufflers are required at some tracks.

18. OILING SYSTEM

A. Dry sump oiling system isn't allowed. Only wet sump engine oil pans are permitted. Oil pan baffles preventing oil from flowing away from the oil pump pick-up allowed and fully recommended.

B. Any brand engine oil is permitted.

C. Only oil filters cataloged for standard American manufactured automobile engines and cataloged as acceptable filters at service centers are permitted.

D. Remote pre-pump oil system, oil filters or coolers are permitted.

19. TRANSMISSION SYSTEM

A. Only standard production 350 turbo automatic transmissions which are cataloged and are available through regular dealer channels are permitted.

B. No shift or ranges allowed to be blocked out. Reverse and 3 forward gears must be working. Manual valve body kits permitted.

C. Transmission coolers are permitted.

D. Torque converters must be used. Only stock torque converters designed for the 350 turbo transmission are permitted. It shall be 12" in diameter and not exceed OEM specifications. Lock up, aftermarket, and Vega torque converters are prohibited.

E. 153 or 168 tooth flywheel allowed.

F. Transmission safety shield optional.

20. DRIVE SHAFTS AND UNIVERSALS

A. Must be similar in design to standard production type and must be made of steel.

B. Drive shafts and transmissions assembly must measure a minimum of 92 1/4". This measurement is from the 2nd bolt above the starter on the engine flange to the front of the

rear housing measured in a straight line. No aluminum or other lightening materials are allowed to make any part of the drive shaft. Diameter of drive shaft must be a minimum of 2 ½".

C. It is mandatory that two steel brackets, no less than 1" wide and 3/16" thick placed around drive shaft and fastened to the cross member or chassis to keep the drive shaft from becoming dislodged.

D. All drive shafts must be painted white.

21. REAR AXLE

A. Inside edge of brake backing plate will not exceed 51 1/8". Outside of wheel mount area on brake drum will not exceed 58". A ½" tolerance will be allowed on these measurements. Upper and lower control arm mounting hole must be in stock locations.

B. No front wheel or 4 wheel drive trains permitted.

C. Only steel rear end assemblies are permitted. Only GM 10 bolt Chevy (7 ½" gear) rear end permitted. Standard equipment on metric frames.

D. Locked rear, welded, Detroit locker, limited slip differentials are allowed.
NOTE: No quick change center section or full floating rear hubs permitted.

E. Rear axle ring and pinion may be any gear ratio.

F. Aftermarket axles meeting original configurations are permitted.

G. Hollow rear axles are not permitted.

H. Spring mount pads must remain stock. Spring locators can be incorporated to hold spring mount in place.

22. WHEELS

A. Only reinforced wheels are permitted. All four wheels must be 15" diameter and all four wheels must be the same size. Maximum width is 8" wheels must be steel.

B. An offset of 1" 2" 3" or 4" is approved. Overall width is 62" center to center of tires.

C. Heavy duty lug nuts and lug bolts must be used.

D. No bleeder valves or air pressure regulating systems permitted.

23. TIRES

A. Hoosier E-Mod chain link tread (multiple compounds) and Goodyear Eagle dirt tires 3262/3411 (27.0x8.0/15) are approved for dirt competition.

B. Should identification or serial number be defaced or covered with tape, the tires will be declared illegal and must be replaced.

C. Dirt tires are to be used on dirt and asphalt tires are to be used on asphalt. No mixing dirt with asphalt.

D. No grooving of tires. Re-grooving of original treads is approved.

24. FRAMES

A. Only 1979 through 1985 Chevy Malibu, Monte Carlo, Pontiac Grand Prix, Olds Cutlass, or Buick Regal GM metric frames are allowed.

B. The frame must retain stock dimensions when measured.

C. Holes may not be cut into the frame rails to lighten.

D. Front and rear suspension weight jacking bolts are permitted.

E. No boxing or plating of frame unless damaged and frame must retain original contour in all respect. Boxing for roll cage support is approved.

F. An "X" may be installed into the frame by connecting the four dogleg comers of the frame. If an "X" is used, it must be a minimum of 1 1/2" round or square steel tubing with a minimum thickness of .080". Original transmission cross member may be removed if an "X" is installed.

G. Frame suspension mount holes can be modified due to frame damage. Mount holes can be relocated back to where suspension should be. Any movement of mount holes must be approved by CRS.

25. SUSPENSION

A. Front end suspension components remain stock for manufactures original frame being used. GM metric frame only.

B. After-market parts may be used as stock components as long as they remain the same size and they mount in the stock locations. Steering linkage parts must meet these dimensions of all the following "MOOG" part numbers, these are the part numbers all parts stores keep in stock for all metric chassis cars. ES 2033R outside tie rod end ES 2034L inside tie rod end ES 2032S tie rod end connecting sleeve DS 909 center drag link assembly optional-idler arm assembly no welded or modified parts optional-pitman arm assembly, no welded or modified parts ball joints- Napa 260-1127, TRW 10269.

C. No heim joints permitted.

D. After-market tubular upper "A" arms permitted, using stock O.E.M. ball joint and spindles to original chassis. Upper "A" arm, can be no closer to the frame than 1 1/4", measured at the center of the A arm pivot shaft on the end down to top of frame rail. Frame rail cannot be modified in any way. A frame length from pivot shaft center line to ball joint center line can be 8" to 9 1/2" and must be the same design as original from CRS. Center line for "A" arm mounting holes can be 6" on center lines. Upper "A" arm mounts and all gussets or supports must be on top of frame rails. And angle of upper "A" arm mount can be at owner's option. Ball joints must be mounted through the top "A" arm. Up to 3/8" diameter bolts are allowed to mount Ball joints. No spacers allowed between ball

joint and "A" arm or spindle. Spacers are only allowed at "A" arm mount on the frame for alignment purposes and only at pivot shaft boots. Upper Ball joints must be of the same specs as MOOG #K5208 or MOOG #6024. Upper "A" arms from UB Machine can be used if stock Gm upper mount is retained. Left side is 8 ½" part #15-0829-6L and right side is #15-0809-5R. O.E.M. Stock "A" arms can also be used.

E. Lower "A" arm must be GM stock metric A arm. Lower ball joint must mount through bottom of "A" arm in stock location, screw in lower ball joint permitted. They must be solid stock. Front and rear sway bar may be removed.

F. Front and rear sway bar must consist of a one piece standard GM sway bar. GN or WC heavy duty sway bars are not permitted. No tubular GN style sway bars are permitted. They must be solid stock. Front and rear sway bars may be removed.

G. Rear coil springs must mount in original spring mounting location if spring buckets are used, these must be mounted in original location.

H. Rear trailing arms must be stock and mount in the stock original mounting brackets.

I. Coil spring rubber inserts are permitted. No leaf springs or torsion bars are permitted.

J. Must use stock type bushings. Mono ball set ups are not allowed in any front or suspension parts except upper "A" arm. Any replaced must be stock rubber or H.P. neoprene only. Steel bushings are permitted only in the lower front control arm.

K. Front shocks must be mounted in approved mounting position behind spindle and "A" arm, or through center of upper "A" arm. Front shocks can be no shorter than 14-5/8" center of eye mount to center of eye mount, such as AFCO #1295 fixed bearing or #1296 fixed bearing. Any valve proportion allowed. No screw on ends.

L. Rear shocks can be no shorter than 12-3/4" center to cent, such as AFCO #1275FB. Only fixed bearing racing shocks are permitted, screw on ends; even if welded is not allowed. Any valve proportion allowed. Shocks must be mounted in stock location top and bottom. Top must mount below spring bucket.

M. The only clearance modification allowed on the front spring buckets to remove front springs. A section 3" high and 3 ½" long on each side of weight jack bolt can be cut out. No other frame clearance or lighting can be done anywhere else on frame besides clearance for springs and weight jacks.

26. TREAD WIDTH

A. Front can be no more than 62" with ½" tolerance. Rear can be no more than 62" maximum. These measurements are obtained at the center of the tire.

27. SPRINGS

A. Any springs allowed with no less than 5" outside diameter.

B. No coil combination allowed.

28. GROUND CLEARANCE

A. Front cross member and bottom of oil pan cannot be less than 4" before or after race event.

B. Side frame rails can be no less than 6" before or after race event.

29. SAFETY EQUIPMENT

A. A five point harness belt is required. (SFI date no older than 5 years) Sternum straps recommended.

B. An approved helmet, fire suit, and gloves are required.

C. A fire extinguisher within the driver's reach is required. An on-board fire suppression system is strongly recommended.

D. Drivers side approved window net is required. Refer to section 7.

E. Fuel cell is required and must be properly mounted. Refer to 15-D.

F. Only aluminum racing seats are permitted.

G. The use of a race receiver is permitted and strongly recommended. The receiver is to monitor the track safety personnel for caution alerts and lineup clarification. Any other use will be construed as illegal and participant may be disqualified from the event at the sole discretion of the Board of Directors.

30. WEIGHT

Race vehicles must weight a minimum of 2400lbs. with the driver after the race. No fuel or ballast weight can be added to car after the race. Any weight ballast can be added to car prior to race. Any weight ballast must be securely attached and painted white and the car number must be clearly marked on each piece of added weight.

31. BRAKE SYSTEM

A. Disc brakes permitted on front wheels. Only stock type front wheel disc brakes allowed.

B. Rear wheel brakes are drum or disc type with standard shoes or pads. Brake components must be with stock GM or comparable after-market replacement parts.

C. Double reservoir master cylinder required. Brake pedal may be either floorboard type or hanging pedal. After-market brake pedal assembly permitted. Master cylinder must be mounted in approved manner.

D. All four wheels must have working brakes.

32. STEERING COMPONENTS

A. Stock metric frame steering box cannot be moved from the original GM factory stock

location on frame.

B. All race cars must be equipped with a steel steering rod. The use of a collapsible shaft is recommended. No rack and pinion steering is allowed.

C. Only stock tie rod, drag link, and steering component parts are permitted as described in Section 25 B.

D. Spring loaded pin allowed in quick release coupling in steering wheel. No nylon inserts permitted.

E. The use of universal joints in steering shaft is permitted.

F. The use of a heim joint may be incorporated in the steering shaft.

G. 17 inch race steering wheel is permitted.

H. Center of steering wheel may be padded.

I. After-market power steering components including steering quickners are permitted.

33. ROLL CAGE

A. CRS approved roll cage is required. A minimum of 1 3/4x .095 O.D. round steel tubing must be used for roll cage. Aluminum and the use of soft metals are not permitted. Roll cage must be welded. Only four uprights are allowed in front hoop section, one each in front and behind upper control arm mounts on each side of the car.

B. Entire rear vertical hoop must be no less than 22" from the center line of rear axle. A petty bar added from roll cage to right front corner of frame. A steel plate of sheet metal may be added to driver's door for added protection. Roll bars must be padded from top of frame on left side to center of top.

C. All cars are required to have a rear vertical hoop behind the drivers head connected to the left and right front roll bar legs at roof hoop. The front roll bar legs must follow the contour of the windshield post and cowl. The rear vertical hoop must be supported by a diagonal bar from top left to bottom center or top right to center left. A roll bar must connect the left and right of the rear vertical hoop at seat height and across the floor pan and near the bottom. An additional roll bar must be installed across the bottom of the dashboard, extending from roll bar leg to the right from roll bar leg. Rear support bars, left and right must extend from the top of the rear of the frame in trunk compartment. The front leg bars and rear vertical hoop must be connected with horizontal bars on the left side. The left side door bars must be convex in shape and spaced from the top to bottom as equal as space permits and must have vertical studs equally spaced. Two angular studs must be attached from the next to the bottom door bar to main frame rail. Right side door bars must have at least two door bars configured in an "X" or "Y" design. A vertical bar to protect drivers legs roof wedge bar, transmission hoop and drive shaft hoop required. Left side door must have at least 3 bars. Additional bars at owner's discretion.

34. MISCELLANEOUS TRICKS

No drilling, grinding, acid dipping, coating, cutting, or any other means allowed for purpose of weight reduction, aerodynamics, airflow or any other purpose allowed on engine, body, frame, or any other part of the car.

35. CATCH ALL RULE

Anything not clearly approved and defined earlier in these rules will be ILLEGAL! Any modifications or change not stated above is not permitted. Any rule change made will not change previous decisions by CRS. Any rule change will be supplied to you in written form with an effective date.