

ROAD WARRIOR

CARS ALLOWED:

- A. Any full bodied, and full frame sedan, example, Monte Carlo, standard or Metric frame allowed.
- B. Camaro, Mustang, or Nova type cars allowed.
- C. Factory stocks allowed.
- D. MOUNTING BRACKET FOR LEAF SPRING IN ORIGINAL POSITION AND ORIGINAL OEM MOUNTS

WEIGHT:

- A. All cars 2,950 lbs.
- B. Deduct 100 lbs. for cars with 112" and longer wheelbase.
- C. Minimum weight will be measured with driver in the car.
- D. All cars must have weight posted on right side of roof.
- E. 50LB WEIGHT BREAK FOR CRATE MOTORS

ENGINE:

- A. 350 4.060 bore Small Block maximum, no 400 engines or Big Blocks.
- B. No breakoff bolts allowed. This will be considered "open motor."
- C. Absolutely no rev limiter allowed.
- D. No computer on board in or for distributor.
- E. Has to have stock module.

CRANKSHAFT:

- A. Stock stroke crank 47lb minimum.

CONNECTING RODS:

- A. Stock length cast or forged steel I-beam rods only.

PISTONS:

- A. 2 or 4 valve relief Flat Top pistons.
- B. Pistons may not exceed the top of the block.

CAMSHAFT & LIFTERS:

- A. Hydraulic flat tappet only. NO lift rule.

CYLINDER HEADS:

- A. Heads must be standard production factory steel or baby butt, 461,462, 492, 041. Vortec 062- & 906-cylinder heads permitted with the following specs – 175 cc intake runner volume max, 64cc max exhaust runner volume. No bowtie, dart, angle plug heads. Stock replacement heads ok.
- B. No angle milling, porting, polishing, squaring, or epoxying of ports.
- C. Screw in studs or guide plates permitted. Rocker studs may be pinned. No roller or roller tip rocker arms. 3 angle valve jobs permitted. GM stock replacement heads allowed. Stainless steel valves allowed.
- D. Chevrolet 350 - 1.94" maximum intake & 1.5" maximum exhaust. Ford, Chrysler, and other GM products must be stock sizes. Stock diameter valve stems.
- E. Steel valve retainers and keepers only. No aluminum, titanium, or other exotic material retainer. Any valve spring.
- F. No mismatching of Cleveland or Windsor heads.
- G. Screw in studs or guide plates permitted. Rocker studs may be pinned.



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INTAKE:

- A. Intakes must be cast iron or aluminum factory production low profile intakes.
- B. Adapter plates permitted on cast iron quadrajet style intake – 1" thickness maximum.
- C. May use aftermarket aluminum dual plane low profile intake manifold. Only intakes permitted are:
 - 1. -Edelbrock 2101, 2701 or 7101;
 - 2. -Weiland 8120 or 8150;
 - 3. -Summit racing 226008 or 226012.
- D. No porting, polishing, squaring, or epoxying of intake ports, plenum, or runners. No milling or hogging out of plenum.
- E. Ford Motorsports low profile aluminum intake permitted – must add 50lbs, and no spacer with this intake.
- F. Vortec heads may run aluminum low profile intake – Edelbrock part #7116 or 2116, or GM part #12366573 (same as on 602 crate engine). Only intakes allowed with vortec heads.

CARBURETOR:

- A. 600 cfm maximum, 650 cfm. Single or dual line ok. No porting or polishing, check with go-no go gauges. 80541HP 650 cfm.
- B. Quadrajet allowed.
- C. 1" spacers allowed.

FUEL SYSTEM:

- A. Stock mount and stock replacement fuel pumps only. Carter M4891 allowed. NO Racing fuel pumps.
- B. Pump gas or racing fuel allowed. E85 Fuel is allowed.
- C. Fuel must not check above +-5 on electric fuel checker when calibrated with EAMS track racing fuel.
- D. NO VP CHP, NO ALCOHOL, NO NITROUS OXIDE.
- E. Safety Fuel cell mandatory, enclose in steel case, with minimum 2 steel safety straps for mounting. Must be securely mounted, and safely mounted in trunk area. If fuel line passes through driver cockpit it must be enclosed in steel conduit from rear firewall to front firewall. See safety rules for further instruction.
- F. May cut hole in trunk floor pan to mount fuel cell only.

IGNITION SYSTEM:

- A. Any stock type electronic ignition with stock appearing coil and module.
- B. No MSD boxes OF ANY KIND, or spark enhancing devices.

COOLING SYSTEM:

- A. Heavy duty aftermarket or aluminum radiator allowed 4 or 6 blade fan mandatory.

EXHAUST SYSTEM:

- A. Collector type headers only. No 180-degree headers, or TRI – Y headers. Must be 4 tubes into 1. All four tubes on left side into one collector. All four tubes on right side into one collector.
- B. All four tubes must be same size.



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TRANSMISSION, REAR ENDS & CLUTCH:

- A. Stock type manual or automatic transmission only, No triple disc or couplers, 14lb minimum flywheel. 10" minimum clutch, pressure plates 16lbs. min. Solid clutch disc ok.
- B. Stock type single disc clutch
- C. Automatic must have stock torque converter. No dump valve, no torque convertor: add 100lbs.
- D. Stock rear ends or 9" Ford rear end. Floater rear end with steel parts ok.
- E. BERT & Brinn transmissions allowed.

BRAKES:

- A. Disc Brakes allowed must be all stock factory type. Factory style Aluminum single piston calipers ok.
- B. Single piston stock. Caliper magnet test will be enforced.

CHASSIS:

- A. All Factory stock components for make of car being raced. Stock rubber motor mounts may be replaced with stock solid motor mounts. Engine must be mounted in stock location.
- B. Stock type aftermarket springs allowed; weight jacks allowed. May run tubular upper A Arms.
- C. Stock steel shocks, non-adjustable, will be checked by magnet.
- D. Both rear upper, and lower trailing arms must be stock length, in stock location. No heims. Can use aftermarket arms, no adjustable no heim joints on either end. May use stock bushing, neoprene, or monoball. From bottom of axle tube to center of mounting bolt 2 $\frac{3}{4}$ " on lower arms. Trailing arm measurements will be strictly enforced.
- E. Front suspension top control arms can be tubular, non-adjustable
- F. Lower control arms must be stock, no exceptions
- G. After market power steering pump OK.
- H. Leaf spring must remain in stock location. No sliders.

BODY:

- A. Full stock factory steel bodies only, from bumper to bumper. May use aftermarket steel or aluminum body, Plastic stock appearing bumper cover allowed on front and rear.
- B. Excessive hulling will result in weight penalty, do it right the first time. Driver's cockpit must remain open, No tunneling & can be decked.
- C. All glass, external glass & plastic lighting must be removed. Doors must be securely welded or bolted shut.
- D. Dash may be replaced with sheet metal, steering column may be stock or aftermarket steering shaft is optional, may use aftermarket steering wheel with quick disconnect.
- E. Must seal off trunk area from driver cockpit. Car may be boxed in. Deck must have 5 degrees or 1 $\frac{1}{2}$ " taper. Cars with raised quarter panels or deck lids will be required to remove rear spoiler (at the track's discretion). 45 inches high at top of spoiler, including bracing.
- F. Universal aftermarket gauges allowed.
- G. Battery must be mounted securely in trunk not in driver cockpit.
- H. There will be a weight penalty for unapproved bodies.
- I. Stock floor pan and firewall does not have to be retained.
 - a. All holes in floorboard and firewall must be covered with sheet metal.
 - b. Firewall may be cut for distributor.
- G. 68" wide



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ROLL CAGE:

- A. Quality constructed safe roll cage mandatory. 6-point minimum cage properly and adequately reinforced. Roll cage must be constructed of a minimum 1 ½" tubing. .090" wall thickness. 4 driver side door bars, 2 passenger side door bars, adequately braced and welded to the frame.
- B. Front loop bar allowed may be tied into main cage.
- C. Aluminum racing seat required must be mounted on a seat hoop with 3/8 minimum bolts.
- D. .3" wide, 5-point safety harness required; maximum 3 years old.
- E. Bolted securely to roll cage, not floor pan.
- F. Driver must have driver's side full size window net. No triangular or sprint car type nets.

WHEELS & TIRES:

- A. 8" or 10" steel wheels optional Bead locks permitted. Stock lug pattern, no wide five wheels or adapters.
- B. 8" tire rule. H500 or AR500 or stocker hard permitted.
- C. Grooving or siping tires allowed. All general tire rules apply. NOTE: Tires must conform to benchmark when tested. No alteration of any kind is permitted.

SAFETY:

- A. Steel roll over bars are mandatory and must be approved. Aluminum and other soft materials are not permitted. Front and rear roll bars must be connected at top (cage type) and bottom of both sides at seat height. Side roll bars are mandatory and must extend into door panels, (minimum of four (4) on left side and two (2) on right side with additional support on the back of the roll bar. All bars must be welded and not less than 1 ½" O.D. steel tubing. No pipe fittings allowed.
- B. A quick release 5-point safety belt of no less than three (3) inch wide material is mandatory and must be fastened to roll bars with bolts and not less than 3/8" in diameter. Shoulder harness mandatory 3" minimum. Seat belts can be no more than 3 years old.
- C. Only approved racing helmets will be allowed. Minimum of SA2010 rating.
- D. All drivers in all divisions will be required to wear a complete fire-resistant driver's suit. Fire resistant gloves, underwear and shoes are highly recommended.
- E. All cars will be equipped with their own fully charged 2 lb. minimum fire extinguisher in good working order and installed within easy reach of the driver. On board fire extinguisher systems recommended.
- F. Battery must be securely mounted in the trunk area of all cars. No batteries allowed in the driver's compartment.
- G. Safety type racing fuel cell with steel outer covers are mandatory in all divisions, All fuel tanks and cells must be mounted with a minimum of 2" x 1/8" steel safety straps that completely surround tank. No gas cans or beer kegs allowed. No fuel cooling devices allowed.
- H. All cars and drivers will be required to meet all safety regulations prior to competition. No Exceptions!
- I. Center top of steering post must be padded with at least 2" of soft material.
- J. Drivers must be able to exit car from either side.
- K. All roll bars close to driver's head, arms and legs must be fully padded.
- L. Kill switch is required within easy reach of driver.
- M. All drive shafts must be painted white.
- N. All cars must meet the safety requirements as outlined in General Track Rules for all Divisions.



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