

# CHARGER RULES

Any carbureted or fuel injected V-6 or 4 cylinder car. No sports cars.  
No superchargers or turbo allowed.

## ROLL CAGE

- \*All cars must have a full roll cage including front and rear bars. Minimum tubing size is 1" 3/4 for main cage all other bars may be 1" 1/2.
- \*Roof hoop should be a safe distance from the driver's head and padded.
- \*Foot protection bars required.
- \*Three (3) driver side door bars mounted flush with the outer door panel are mandatory.
- \*Driver side door bars must have a minimum two (2) upright bars between each door bar.
- \*Passenger side door must have door bars or X brace.

## BODY RULE

All bodies must be unaltered OEM in OEM location and match frame. Sunroofs and T-tops must be enclosed. Aftermarket plastic nosepieces allowed, recommended to match body. No spoilers, hood scoops, ground effects or skirting altering OEM appearance. Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal. Hood must be separate from fenders. Front inner wheel wells may be removed; rear wheel wells may be removed. No overlapping or shortening of body panels. All glass except front windshield must be removed, all windows in body must remain open; maximum seven-inch sun visor allowed across top of windshield opening. All doors must be securely fastened. Fenders and quarter panels may be trimmed for tire clearance. May gut our roof, doors and deck lid.

## DRIVER COMPARTMENT

Aluminum high back seat only and must be bolted in, using minimum 0.375-inch bolts. Driver seat may be no further back than rear edge of B-pillar. Driver must be sealed off from track, driveline, engine and fuel cell. Dash not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat, rear can be no higher than front, except for cowl in front of drive. Inside rear quarter panels, below window level, may be cut out. Doors may be gutted. No cutting out of firewalls panels, except for roll cage clearance. All holes in firewalls and floor must be covered with metal. Rear firewall and speaker deck must be metal. No mirrors of any kind.

## FRONT SUSPENSION

All components and mounts must be steel, unaltered OEM, in OEM location and match frame. OEM rubber A-frame bushings only. Lower A frame may be lengthened no more than a maximum of 1 inch. All components must be in OEM location and match frame. Strut towers may be slotted for camber adjustment but must remain in OEM location.

## **STEERING**

All components must be steel unaltered OEM, in OEM location and match frame. OEM steering column may be replaced with steel steering shafts (collapsible steering shaft recommended). Steel knuckles only. No steering quickeners, or remote power steering reservoirs. Steering wheel and quick release may be aluminum.

## **SHOCKS**

One unaltered steel, OEM-mount shock, in OEM location, one per wheel. No air shocks, remote reservoir shocks. No Schrader or gas refill ports. No coil-over eliminators. Must remain in OEM location no Heim joints or true coil over shocks.

## **SPRINGS**

One steel spring per wheel only in OEM location. All coil springs must be minimum 4.5 inches O.D. and non-progressive.

## **REAR SUSPENSION**

All components and mounts must be steel, unaltered, OEM, in OEM location and match frame. OEM rubber control arm bushings only. Center of rear lower control arm bolt hole must be 2.25 inches from bottom of housing.

## **REAR END**

No floater rear ends. OEM, or OEM replacement solid steel axles only. No lightened ring gears. No torque dividing differentials.

## **BUMPERS/RUB RAILS**

Bumpers must be approved OEM in OEM location, capped to fender with steel. Maximum one inch wide by two-inch tall steel rub rails bolted flush to body from fender well to fender well and rear quarter panel. Lexan type also allowed. Front and rear tow hooks mandatory.

## **TIRES/WHEELS**

D.O.T. tires with a tread wear rating 420 or higher. May also run the Legends pull off tires. No racing tires, NO TOYO Tires, NO Street Hoosier tires, NO racing tires of any kind. D.O.T.-stamped steel wheels with standard bead bump or steel racing wheels. Tires must have no more than nine inch cross section width.

## **BRAKES**

Steel, unaltered OEM, or unaltered OEM replacement, operative four wheel brakes. Master cylinder must be in OEM location. No aftermarket brake pedal assemblies, brake shut-off or bias adjuster. Steel brake lines only. Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs.

## **EXHAUST**

OEM cast iron exhaust manifolds or header only.  
Exhaust must extend past firewall and turn towards ground.

## **FUEL SYSTEM**

Up to a Holley 500 CFM two-barrel carburetor or smaller. No carburetor spacers. A single adaptor plate not exceeding 1.25" thick, including gaskets, may be used. No top flow air cleaner housings, cold air boxes or air cleaner ductwork. Maximum 22 gallon racing fuel cell. Must be securely fastened in trunk above level of OEM trunk floor, with minimum two solid steel straps around entire cell, two inches wide and .125 inch thick. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valves. Fuel lines through driver compartment must run through metal pipe or metal conduit. No fuel filters in driver compartment. One fuel filter only. No cool cans. 20.

## **FUEL**

Gasoline only. Racing gasoline allowed. No performance enhancing or scented additives.

## **WEIGHT**

Weight .80 pounds per CC, (3800cc x .80 = 3040lbs.), all 4 cyl. cars will be required to weigh at least 2200 lbs. Dual overhead cam front wheel drive must weigh minimum of 2600 lbs. No sports cars, sedans only

## **BATTERY/STARTER**

One 12-volt passenger car battery only, must be securely mounted between frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.

## **TRANSMISSION/DRIVE SHAFT**

All forward and reverse gears must be operational.  
Automatic: Must be unaltered OEM, with unaltered OEM pump, original bellhousing and minimum 10-inch diameter torque converter. Flexplate must be full, unaltered OEM, or OEM replacement. Clutch, Pressure plate, and flywheel must be OEM. Drive shaft: Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only. Drive shaft must be painted white. 360- degree driveshaft loop required and must be constructed of minimum .25 inch by two inch solid steel, or one inch tubing, mounted six inches back from front U-joint. Bellhousing should have an inspection hole.

## **ENGINE COMPARTMENT**

Engine must be in OEM location. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Chrysler with Chrysler. Radiator, must be mounted in front of engine. Steel or aluminum

## **ENGINE SPECIFICATIONS**

OEM passenger vehicle production block only. Stroke must match block. Aftermarket adjustable timing gear is permitted. Cylinderheads must be unaltered approved OEM No porting, polishing or alterations of any kind to heads or intake. Must use unaltered OEM intake. No hi-rise or marine intake manifolds. OEM type steel or aluminum water pumps only. 'Wet' sump oiling system only. May run GM ignition parts in Ford , Toyota etc.. No performance ignition parts must be stock ignition parts. Ford cylinder heads must be OEM stock hydraulic heads no roller type (SVO or Performance Heads) Stock Ford diameter valves on all Ford Heads. An inspection port is recommended to be added in the oil pan.