

CEDAR COUNTY RACEWAY

MODIFIED RULES FOR 2012 2012 Changes are highlighted

Steel headed flat tappet cam motors are allowed 7+spoiler.

All others are allowed 5+spoiler.

ROLL CAGE - Must consist of continuous hoops not less than 1.500" diameter and must have a wall thickness of at least .095". Must be frame mounted in at least six (6) places. Body mounted roll cages are not acceptable. Must consist of a configuration of front and rear hoops connected by tubing on the side or hoops in a manner deemed acceptable by the Tech Inspector. Roll cage must be securely supported and braced. NO iron pipe or square tubing allowed. NO brace bars forward of cage may be higher than stock hood height. Protection for feet mandatory. Bar across back of engine with vertical bars and rub rails or similar protection to meet requirements of the Tech Inspector. Fire proof roll bar padding required within reach of the driver.

DRIVER DOOR BARS - Must be as parallel with the ground as possible and located perpendicular to the driver. The sidebars must be welded to the front and the rear of roll cage members. Should have at least four (4) bars at .095 thickness by 1-1/2" diameter.

FIRE SUITS - Flame retardant suits must be worn by all competitors and two-piece suits are allowed.

SAFETY, SEAT BELTS, SEATS, HELMETS, AND WINDOW NETS -All seats must be made of aluminum or steel and approved by Officials. All seats will be required to be mounted to the frame or the roll cage of car. All cars will be required to be equipped with a minimum 5-point harness. All belts will be required to be mounted to the frame of the car or to the roll cage. Helmets should be a full-face shield type. All cars will be required to use a full size window net in the driver's door at all times.

EXHAUST SYSTEM/MUFFLER - Mufflers are required at all times.

WEIGHTS - Must be painted white and have car number on them. They must be securely fastened. No weights are allowed in driver's compartment, on rear bumper, or attached to fuel cell brackets.

ASPIRATION - One 2 or one 4 barrel carburetor permitted; must be naturally aspirated. NO fuel injection, NO electric fuel pumps, NO magnetos.

BATTERIES - Must be securely mounted and shielded. NO batteries inside cockpit.

ENGINE - Any American make engine may be used as long as rear of engine (bell housing flange) is mounted at least 72" forward from the center line of rear axle. Engine offset 2" must be kept within the stub. Engine height minimum 11" from ground to front center of crankshaft. All engines used in competition must be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. NO aluminum engine blocks. One working ignition box per car.

BODIES - Must use full size roof. Must be stock appearing. Stock appearing front windshield and rear window support unit (painted roll bars is not an acceptable substitute). Full firewall and floorboards are mandatory. All body parts must be recognized as factory production vehicle. No extended edges anywhere except nose panel, sides may extend 2" above front panel. Hand made body parts may be constructed of steel, aluminum or fiberglass but must be recognized as a factory production vehicle. NO "slab" bodies. All cars in competition must have a complete paint job. Unpainted aluminum bodies are not acceptable. Must have a minimum 6" number on front of car. All cars must be numbered with large legible numbers on both doors, on roof and rear filler panel. Letters on doors of car should be in contrasting color from body, and must be at least 4" thick and at least 20" high. Top numbers should be at least 4" thick and at least 30" high. Sponsor's names must not interfere with car numbers and must be neatly lettered. Original roof line of vehicle must be maintained. NO wings, or any other ground effects are allowed anywhere outside or inside the car. Engine compartment will remain open, NO side panels, hood sides may have maximum 6" drop, bodies should extend no further forward than back of block. **Rear Body panel NOT REQUIRED.** Driver and passenger door window must have at least a 12" vertical opening.

BUMPERS - Bumpers must be used both front and rear. Front bumpers must be frame end to frame end with the bottom loop parallel to the ground. Must be made of minimum 1.250" pipe and must be able to support car if lifted by wrecker. Rear bumpers, nerf bars, and bodies must not extend beyond width of rear tires. Rear bumpers may be constructed of pipe or flat stock, but must not have any sharp edges and must protect fuel cell. Center of bumper front and rear must be 18" from ground +/-2".

CAR WEIGHT - 2450 lbs with driver after race.

DRIVE SHAFT - A safety hoop is required and must be constructed of at least 1/4"x2" steel and must be mounted no more than 6" back from front of drive shaft. Drive shaft must be painted white and made of steel.

FRAMES - May not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete on both sides. Cross members may be notched for radiator clearance only. Minimum frame height and body height from ground in 4" inches. Front suspension must be replaceable by stock part from same type suspension. Aftermarket lower control arms are allowed. with original mounts on frame used, original length and with spring in original position. This means the upper spring pocket must remain in stock location, and is open for inspection at any time. Stock passenger car spindles only, NO fabricated spindles. Tube type upper "A" frames allowed and can be moved. NO coil over shocks used on front. Coil over kits for rear shocks are legal to use with 5" minimum spring diameter. One piece shock only. No remote type canister allowed. NO Jeep, Bronco, etc or 4-wheel drive frames allowed. NO sports car frames allowed. Rear of frame may be altered to accept leaf or coil springs; any coil springs allowed. NO torsion bars allowed in rear. One shock per wheel only. Additional shocks in other locations permissible, Minimum wheelbase, 108" both sides - NO TOLERANCE. NO front clips or tube type allowed. NO aluminum suspension or rear end parts allowed.

TRANSMISSIONS - No 5-speed transmissions. No "in and out" boxes. No buttons or coupler. Must all be clutch operated. Transmission must have at least one gear forward and one gear reverse, plus a neutral position and must be able to be shifted by driver with motor running. Bert

and Brinn transmission allowed. Clutch type transmissions must be equipped with an explosive proof steel bell housing. If an explosion proof bell housing is not available for your engine, or if you prefer, you may construct a shield of at least 1/4"X6" steel covering the clutch area 360 degrees and be securely fastened. Highly recommended, including automatic transmissions.

DRIVE SHAFT - A loop is required and must be constructed of at least 1/4X2" steel and must be mounted no more than 6" back from front of drive shaft. No aluminum drive shafts. **ALL DRIVE SHAFTS MUST BE PAINTED WHITE.**

MIRRORS ó NONE

RADIOS- ONE WAY RACEceivers ARE MANDITORY FOR 2012. NO on board computers. NO other listening or transmitting devices allowed.

FUEL - May be either gasoline or alcohol. NO NITROUS OXIDE and NO ADDITIVES of any kind.

FUEL CELL - An approved manufactured fuel cell with a maximum capacity of 32 gallons. Fuel cell will be required to be encased in a metal container. All fuel cells must be equipped with a roll over valve in the vent fitting and in the fuel fill. Fuel cells must be required to have pick up location on top of cell. It is highly recommended that all fuel cell be equipped with foam. Fuel cell will be required to be secured with straps or tubing around it. Fuel cell cannot hang below the bottom of the rear end tubes. All cars will be required to be equipped with a fuel-cell guard that is mounted separately from the fuel cell and comes to the bottom of the fuel cell. Minimum 1-1/2" tubing must be used for fuel guard.

REAR END - Grand national type floater is required. Aluminum lowering blocks, axle caps and drive plate allowed. Solid drive flanges only. Quick-change rear end allowed only with steel tubes. No wide 5 hubs. No gear changes allowed during race using quick-change.

STEERING BOX - Steering box must be OEM. NO rack and pinion allowed. Must remain within original bolt pattern for type of frame used. In cockpit steering may be modified to suit driver's taste, but must be kept on left side of cockpit. NO center steering.

SUSPENSION - Aluminum hubs, "A" frames or spindles cannot be used. Aluminum calipers in OEM mounting positions are allowed.

TIRES - I.M.C.A. Hoosier G-60, American Racer asphalt compound G-60 or BTC stamped tire which includes the stagger tire mounted on a steel wheel with a maximum width of 8" inches. Bead locking devices allowed on right rear only. Only foam wheel covers or bead lock/mud plug combinations will be permitted. No softening of the tires allowed. Grooving and siping is allowed.

REAR SPOILER – Steel headed flat tappet cam motors are allowed 7+spoiler. All others are allowed 5+spoiler.

A maximum rear spoiler height of 5ö of material. Spoiler not to exceed width of deck. Minimum of 59ö, maximum of 68ö. Spoiler supports maximum of 24ö in total length. **Maximum of 3” high at the front AND 8" REAR** and 2ö behind spoiler at rear. Maximum of 4 supports (sail panel included as supports). Sail panel ó same style on left and right side. Straight line from roof to top of spoiler.

ZUSS FASTENERS ARE LEGAL ON WHEEL PLUGS.

GEAR CHANGES ARE LEGAL

Track officials and promoter reserve the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved.

If a driver is caught cheating he/she will **LOSE ALL POINTS EARNED UP TO THAT RACE PLUS POINTS AND MONEY FOR THAT NIGHT.**

THE PROMOTER RESERVES THE RIGHT TO CHANGE ANY RULES THAT MAY BE MISLEADING OR MISINTERPRETED