

PENTON RACEWAY 2016 HOBBY TECHNICAL RULES

Rules new for 2016 will be highlighted in Blue.

Please note that rule changes or corrections during the season will be in Red.

This division is open to any 1955 or newer sedan. NO station wagons, or pick up trucks.

WEIGHT:

- A. Built Engine 3000 lbs with driver.
- B. 602 Rebuilt Crate Engine 2850 lbs with driver.
- C. 602 Stock Crate Engine 2800 lbs with driver.
- D. Southern Outlaw Dirt Series cars 3100 lbs and must meet all suspension rules as listed in series rules.
- E. GM Crate engine must have factory GM seals or Crate USA seals.
- F. All cars must have weight posted on right side of roof.

ENGINE:

- A. ONLY stock production steel V-8 or V-6 engines must be in line with #1 spark plug to top ball joint NO TOLERANCE. GM crate motor # 88958602 allowed. Solid motor mounts permitted.
- B. 362 cubic inches maximum, Chevy 350, Ford 351, 374 cubic inches for Chrysler. MUST utilize stock bore and stroke combinations. Small block engines ONLY. No big blocks.
- C. .060ths over bore permitted on all engines. Block may be surfaced.
- D. Engine crossovers permitted.
- E. Engine balancing permitted.
- F. Any steel wet sump racing oil pan permitted. NO Aluminum oil pans. NO power pouch kick out oil pans.

CRANKSHAFT:

- A. Steel or cast factory production crank shafts ONLY. 50lbs minimum. Cranks must be stock stroke to engine. Example, 3.48" maximum for 350 Chevrolet. NO sportsman crankshafts, NO knife edging. Eagle or Scat crankshaft OK must meet above rules!

CONNECTING RODS:

- A. Stock steel rods or stock appearing I-beam Eagle replacement rods. NO High End Sportsman rods, must have 3/8 rod bolt may be bushed on small end. MUST be stock length to the engine. No H-beam rods. Example, 350 Chevrolet 5.7" maximum.

PISTONS:

- A. Pistons: Cast or forged flat top pistons ONLY. 2 or 4 eyebrow pistons required. No gas porting, No dome pistons. Ring thickness minimum 1.5 x 1.5 x 3mm.

CAMSHAFT & LIFTERS:

- A. Flat tappet hydraulic camshafts ONLY. Lifters must remain stock diameter to make of engine. Example .842" for Chevrolet, and .875" for Ford.
- B. NO solid lifter cams or roller cams.
- C. Timing Chains ONLY. NO Gear Drives.

CYLINDER HEADS:

- A. Factory production cast iron heads. Vortec 062, 906, Racing Head Service Vortec replacement #12402 & #12407 allowed. Engine Quest #CH350C & #CH350F allowed. Vortec 062 cylinder heads permitted with following specs: 175cc intake runner volume max, 64cc maximum exhaust runner volume. World Products heads (#4360 or #4361 only). NO bowtie, Dart, SVO. Ford may run GT40 steel head. RHS-20301 allowed.
- B. NO angle plug heads, except Ford or Chrysler.
- C. Angle milling of heads allowed.
- D. Multi angle valve job permitted. NO porting, polishing, squaring, or epoxying of ports.
- E. Valve size Chevrolet 1.94" intakes and 1.5" exhausts. Big valves Add 50 lbs. Ford, Chrysler must remain stock sizes.
- F. Stainless steel valves permitted. Undercut or tulip stem valves ok. No titanium valves.
- G. Screw in studs and guide plates permitted.
- H. Roller rockers 7/16 & 3/8 permitted. Aluminum rockers and stud girdles permitted.
- I. No shaft mounted rockers.
- J. Steel valve retainers & keepers ONLY. Any spring permitted.
- K. Valves will be removed during protest.

INTAKE:

- A. Any cast or aluminum dual plane intake. Edelbrock #5001 allowed.
- B. Open plenum intake add 100lbs.
- C. NO port matching. NO porting, polishing, or epoxying of runners permitted.
- D. 1" Carburetor spacer allowed.

CARBURETOR:

- A. 1 stock dual or single line, single pump, vacuum secondary 4 barrel Holley carburetor ONLY .600 cfm maximum. No down leg boosters.
- B. EAMS dual line spec 600cfm carburetor OK.
- C. Air horn may NOT be removed.
- D. NO porting, polishing, or modifying of venturies. NO altering of boosters, throttle shafts, butterflies, or throttle plate.
- E. NO double pumpers permitted. Carbs checked with no-go gauges made to Holley specs.
- F. Crate motor must run above carburetor.

FUEL SYSTEM:

- A. Stock type fuel pumps allowed. No electric pumps.
- B. Racing fuel cell mandatory.
- C. Fuel must not check above +-5 on electric fuel checker when calibrated with EAMS track racing fuel.
- D. Sunoco racing fuel available at track.
- E. NO VP CHP, NO ALCOHOL, NO NITROUS OXIDE, GAS ONLY.

IGNITION SYSTEM:

- A. Stock electronic ignition system permitted.
- B. HEI style distributor with coil in cap permitted. NO MSD 6A or 6AL ignition boxes.
- C. Stock appearing coil and ignition module permitted.

COOLING SYSTEM:

- A. Cast iron or aluminum water pump.

B. Stock or aftermarket pulley systems permitted. C. Aluminum radiator permitted.

EXHAUST SYSTEM:

A. Collector type headers ONLY. NO 180, zoomies, Tri-Y or merged collector headers. Cross Over Headers Permitted, all 4 tubes from the same side of the motor must go into the same collector.

TRANSMISSION AND REAR ENDS:

A. Standard or automatic transmissions ONLY. Automatics must have full size torque converters 10" Minimum, NO shut off valves.

B. NO Bert, Brinn, Jerrico or Tex transmissions.

C. Stock type rear ends. Locked rear ends permitted. May run floater rear end with wide 5 hubs, (NO Bird cages) all rear end mounting brackets MUST be welded to rear end housing.

D. Drive shaft must be steel, painted white, and have steel drive shaft loop front and rear.

CLUTCH:

A. 10 or 10 1/2" Single disc clutches only.

B. Puck style clutch disc allowed.

C. Steel flywheels ONLY. 15lb minimum.

D. NO multi disc clutches, aluminum flywheels, or RAM couplers.

E. Ford may run 11" 15lb aluminum flywheel.

ENGINE POSITION: A. Engine must be inline with #1 spark plug to top ball joint NO TOLERANCE.

BRAKES:

A. 4 wheel brakes mandatory.

B. 4 wheel disc OEM style single piston cast iron or aluminum calipers permitted.

C. No aluminum rotors.

D. Dual master cylinders permitted. Brake adjusters permitted.

WARNING PLEASE READ: Remember this is not Late Model or Limited Sportsman so don't build a Late Model or Limited Sportsman chassis to race this division!!!

FRAME:

A. 108" wheel base minimum.

B. Frame must be stock from front clip to center of rear end, minimum of 2"x 2" tubing from center of rear end to rear bumper.

C. Front frame horns must remain stock may be cut in front of steering box.

D. 50 lb weight penalty for shortened front snout. Weight must be in front of bell housing.

E. Camaro snout cars must have full length frame under body or add 50 lbs.

F. No offset frames. No jig chassis.

G. Rear snout to center of rear end must be complete.

H. Any chassis or suspension found not to comply with rules, or considered to have too much of a performance advantage will be required to add weight or move up a division, at tech officials discretion.

FRONT SUSPENSION:

A. Safety hubs and aftermarket spindles permitted.

B. Lower control arms must be stock and mounted in original locations.

- C. Tubular upper A-arms permitted.
- D. Aftermarket drag link and tie rods permitted.
- E. Steering quickners permitted. No rack-n-pinion steering.
- F. NO coil-overs.
- G. Racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only.
- H. Weight jacks permitted.
- I. All coil springs must be a minimum of 5" diameter.

REAR SUSPENSION:

LEAF SPRING CARS:

- A. Leaf spring sliders permitted on rear only.
- B. No coil overs or coil springs allowed.
- C. Upper link, rubber bushing torque link or spring loaded type upper link permitted on leaf cars.
- D. 1 90/10 brake shock allowed. Mounted center of rear end center of chassis.
- E. No 5th coil, lift bar or reese bar, etc.
- F. Racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only.

COIL SPRING CAR:

- A. Rear springs may be bucket mounted, NO sliders, or coil over eliminators.
- B. Rear end must remain in the center of the chassis.
- C. All coil springs must be a minimum of 5" diameter.
- D. NO coil overs.
- E. Racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only.
- F. Weight Jacks Permitted.
- G. NO 5th coils, reese bars or additional lift bars allowed.
- H. 3 link rear suspension with J-bar allowed with solid top link or rubber biscuit bar only. No spring loaded torque links. 1 90/10 brake shock allowed. Mounted center of rear end center of chassis.

STOCK BODY:

- A. Stock appearing steel bodies. Fenders and quarter panels may be cut for tire clearance. Hulling allowed.
- B. Doors must be welded or bolted shut.
- C. Fiberglass hood permitted. Only aluminum doors permitted.
- D. No homemade nosepieces, No heavy pipe or railroad irons.
- E. No push bars in front of bumper.
- F. 6" spoiler maximum, spoiler may not be wider than rear of car, and supported with a maximum of 3 triangular supports not to exceed 6" high at rear of support, and not more than 2" high at front of support. May use 1" wide flat aluminum for support. Crate motor may run 8" spoiler.
- G. Must have front and rear tow hooks.

AFTER MARKET BODY:

- A. Stock appearing aftermarket aluminum or steel bodies will be allowed. All aftermarket bodies must have stock appearing plastic nose, No Dirt Late Model nosepieces allowed. Roofs must be **STOCK APPEARING** fiberglass, aluminum or steel, No Dirt Late Model style aluminum roofs. Hood may be fiberglass, aluminum or steel. If you use an aftermarket body install it right, No flat-

sided bodies body sides must have a body brake or rounded shape, No Dirt Late Model Style Bodies allowed. All bodies must be mounted Straight up this means your roof is mounted exactly in the center of the chassis (left to right) All bodies stock or aftermarket are subject to approval by the technical inspector. (Install it right the first time) Body sides and roof must look like the nose of the car they are representing. Camaro nose must have a camaro style roof, Monte Carlo nose must have Monte Carlo roof. Body Maximum 72" wide at any point, rear of body may NOT taper in more than 4" from widest point of sides. 37" high from ground to top of body side at any point, 45" from center of front hub to furthest most forward point of nose piece. Interior aluminum and decking may not be more than 4" lower then height of fenders, doors, and quarter panels.

B. Any bodies that don't meet body rules may be subject to a weight penalty or moved out of the class until problem is corrected at tech director's discretion.

C. 6" x 72" spoiler maximum, spoiler may not be wider than rear of car, and supported with a maximum of 3 triangular supports not to exceed 6" high at rear of support, and not more than 2" high at front of support. May use 1" wide flat aluminum for support. Crate motor may run 8" spoiler.

D. Must have front and rear tow hooks. *WHEELS AND TIRES*: A. Steel wheels ONLY, reinforced racing wheels recommended, stock type or wide 5 lug pattern allowed. B. 12" maximum width on wheels, steel bead lock allowed on right front & right rear ONLY. C. NO aluminum wheels. D. Wide 5 adapters allowed.

E. Track tire Spec/Crate 21, Spec 1350 or Spec/Crate 55 Hoosier Racing Tires only.

F. No inner liners.

G. No tire softeners permitted. Tires will be subject to sniffer & durometer hardness test at any time to determine legality.

SAFETY:

A. Full roll cage required brace bars may pass through firewalls.

B. All weights must be bolted on with 3/8" bolts minimum and painted white.

C. All holes in firewalls and floorboards must be covered.

D. Racing seat with 3" 5 point racing belt and shoulder harness required. Seat must be fastened to roll cage and not to floor.

E. Battery may be moved but must be strapped securely with metal straps and completely covered if in driver's compartment.

F. Approved helmet and full fire resistant driver's suit required.

G. All cars must have a minimum 2 lb. Fire extinguisher mounted inside of car within easy reach of driver.

H. Additional safety requirements are outlined in Section D of General Rules for all Divisions.

PROTEST:

A. Built Engine: Top End \$300 - track retains \$50. Top & Bottom End \$600 - track retains \$100.

B. Crate Engine: Top End \$450 - track retains \$50. Top & Bottom End \$900 - track retains \$100. Crate engine camshaft will be checked only if bottom end is protested. Additional fee of \$250 for NeSmith Tech Inspector Tim Sims to conduct inspection with cam doctor.

C. Must protest Top End to protest Bottom End.

D. Visual protest \$25 - \$25 will be retained by track.

E. Fuel protest \$50 - \$50 will be retained by track.

F. Clutch \$150 - \$75 will be retained by track.