

2017 Vintage Rules

Changes and Additions for 2017:

- Three spindle ok - IMCA STAMPED ONLY - No short arm
- No suspension binding of any kind via chains, cables, etc. Suspension must be able to move freely.

DISCLAIMER

The rules and regulations set forth are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participation in these events, all participants are deemed to have complied with these rules.

The minimum requirements set forth may change at the discretion of the management of Southern Raceway.

No expressed or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations.

They are intended as a guide for the conduct of the sport and in no way guarantee against injury or death to a participant, or any other individuals that enter the property.

RACING IS A DANGEROUS SPORT. PARTICIPANTS AND ALL OTHERS THAT ENTER SOUTHERN RACEWAY PROPERTY CAN BE SUBJECT TO INJURY OR DEATH. YOU ASSUME YOUR OWN RISK AND RESPONSIBILITY WHILE ON SOUTHERN RACEWAYPROPERTY.

Anything not specified must be OEM and remain in stock location with no modifications. Any interpretation or deviation of these rules is left to the chief technical inspector, any decision of and by Southern Raceway officials is final.

1. RACECIEVERS ARE MANDANTORY!

2. No driver may get out of his/her car on the track or infield to argue or discuss the race with officials. If this rule is violated the driver may be disqualified and/or fined for the event and/or future events. ALL drivers are responsible for their crew members and their actions.

3. The speedway is private property. Through your admission ticket you have been given the right to be on this property in conjunction with racing activities. However, the management of the speedway reserves the right to revoke and cancel this right at any time that it is felt that your presence or conduct is not in the best interest of the sport of auto racing, your fellow competitors, the fans or management of the speedway.

BODIES

1. Vintage Racing bodies, consisting of fiberglass roof, hood and grill shell as well as aluminum sides, which should be purchased initially but may be replaced if maintaining same shape and dimensions.

2. Steel driver compartment and floorboard recommended. If aluminum, must be .040 and must run scatter shield. No exceptions.

3. Bodies may not be modified, altered, lowered or moved forward, backwards or side to side.

4. No wings or spoilers allowed. No Lexan or clear plastic. No ground effects.

5. No engine side panels, stock hood only.

6. Body styles offered: 1934 Ford 3 Window Coupe, 1934 Ford Victoria 2 Door Sedan, 1934 Chevrolet 3 Window Coupe, 1934 Chevrolet Window Coupe

CHASSIS

1. GM metric car frames only, 1978-1985. Front and rear suspension must remain completely stock metric parts in stock location (ex: lower control arms, spindles, tie rods, drag link, idler arm, pitman arm, and steering box) except for rear trailing arms and front upper A-arms.

2. No brackets, lift or pull bar suspensions.

3. No drilling or lightening of frame or cross members.
4. No aluminum or lightweight parts.
5. Frame no lower than 4-1/2 inches from the ground and the body no lower than the frame.
6. No relocating any suspension parts except front upper a-arm.
7. May change coil spring rates. Springs must fit in stock locations.
8. Frame wheelbase, center of front axle to center of rear axle, 108" both sides. (1/2" tolerance)
9. May run weight jacking bolts in front and rear. May run front outboard shock. Outboard front shocks may have heim joint ends. Stock mount front shocks can be spaced down. Rear shocks must be mounted through stock mounting holes in frame. All shocks front and rear must be steel body. Rear shocks must mount in stock location on rear end bottom. Can go through top shock mount 1-1/2" - No side to side. No coil over assemblies.
10. No aluminum shocks.
11. Factory metric steering box only.
12. All steering components and mounts must be steel. OEM or after market ball joints are allowed. OEM upper A-Frame may be replaced using aftermarket upper A-Frame. (Steel or aluminum cross shaft allowed). Stock metric lower control arms only. No Tubular aftermarket type lower control arm. Any steel upper control arms, must use stock mounting location. Bolt on spindle savers allowed.
13. Three spindle ok - IMCA STAMPED ONLY - No short arm
14. No suspension binding of any kind via chains, cables, etc. Suspension must be able to move freely.

ROLL CAGES

1. Must consist of continuous hoops no less than 1-3/4" outside diameter and must have wall thickness of at least 0.095". Must be frame mounted in at least 6 places.
2. Roll bar padding required in drivers compartment. Driver's head must not protrude above roll cage with helmet and strapped in seat. Must have a minimum of one cross bar in top halo of roll cage.
3. Roll cage must consist of a configuration of front and rear loops connected by tubing on the sides or the side of hoops. Must be securely supported and braced.
4. Low carbon mild steel tubing is recommended. No brazing or soldering allowed. Bar across back of engine with vertical bars and rub rail or similar protection.
5. No brace bars forward of cage may be higher than stock hook height. Main cage no further forward than engine plate.
6. A minimum of three door bars at least 1.5" O.D. must be as parallel with ground as possible and located perpendicular to the driver to provide maximum protection for driver, but without causing undue difficulty getting into or out of the vehicle.
7. The side bars must be welded to the front and rear of the roll cage members. Door plates required.

ENGINES

1. Engine must be centered in frame, front and rear. No offset engines in frame. From bell housing to center of rear axle 76" minimum.
2. Wet sump oiling system only. 1" inspection plug welded in oil pan 5" from front seal and 1-1/2" down from pan rail on drivers side. Should be between second and third pan bolt. Should not be obstructed by windage tray.
3. Bored blocks may not exceed .060" overbore. No stroked or de-stroked engines allowed, such as 337 or 383 Chevy. Cast iron blocks only. Stainless steel valves OK. No titanium engine parts allowed.

Make: Cubic Inches

Chevrolet 350

Ford 289, 302 351 Windsor

Mopar 360

4. Valve size as follows: Max. Allowed Exhaust and Intake

Chevy 350 1.5, 1.94

Ford 289 1.462, 1.781, 302 1.462. 1.781, 351W 1.543, 1.844

Mopar 318 1.6, 1.800, 340 1.6, 2.020, 360 1.6, 1.880

5. Cast iron heads only. No aluminum heads. No angle plugs, bowtie or Ford SVO cylinder heads. No aftermarket heads. No porting or polishing on heads, intake or exhaust manifolds or gasket matching allowed. Pinning of rocker arm studs permitted. Screw in studs and guided plates are permitted. Valve springs must be stock diameter configuration and

specs for engine. No oversized valve springs. May be dual springs. No beehive springs. 3-angle valve job permitted/ Poly locks permitted. OPTIONAL: Valve covers, windage tray, cam button, air filter, steel oil pan, four bolt stock blocks, aluminum pulleys, push rods, timing chain and gears, rod bolts, balancing and blue printing.

6. No rocker shaft assemblies. Stock rocker arm ratios only. 1.5 Roller Rockers are OK. No shaft rockers. Stud girdles OK. No interchanging such as Ford 1.6 in a Chevy motor.

7. Hydraulic lifters only. No flat tappets, no rollers, and no mushroom or over sized lifters allowed.

8. Hydraulic camshaft only. Lifts no to exceed .500 lift measured at the valve, or .333 measured at the cam. OEM firing order cannot be changed. (GM: 1-8-4-3-6-5-7-2)

9. OEM distributor only. No "MSD" or similar type ignition boxes or aftermarket modules.

10. Only 2 barrel Holley 500 CFM 4412 Carburetor. May run aftermarket metering block. Carburetor must pass all tech gauges.

11. Any 2 or 4 barrel cast iron or aluminum intakes allowed. No tunnel ram type manifolds. Maximum 1" carburetor spacer adapter allowed with 1 paper gasket per side not to exceed .065" in thickness. (1 gasket .065)

12. Flat top 2 or 4 eyebrow or dish pistons only. No pop-up pistons allowed. No gas ported pistons. No trick pin height pistons or reversing pistons. Piston must remain in all cylinders.

13. Heads or intake may be angle milled for increased compression ratio.

14. No lightweight crankshafts. No knife edge, undercut, scalloped, narrowing, or bull nose crankshafts. No drilling of second or third rod throws. OEM or OEM replacement cast or steel crankshafts only. Cast crank 48 lbs minimum and steel crank 51 lbs minimum.

15. GM 5.7 or 6 inch rods allowed. Floating pins and cap screws OK.

16. Mechanical type push rod fuel pumps only.

TRANSMISSION

1. Standard transmission must be unaltered OEM three or four speed with forward and reverse gears. Transmission must have stock type clutch, pressure plate and flywheel with minimum 10.5 inch steel/organic single disc type clutch and steel pressure plate assembly inside an explosion-proof bellhousing – minimum 270 degrees around top of clutch and flywheel area. No light weight bellhousings. Steel unaltered flywheel only – 16 lb minimum. No aftermarket racing type transmissions IE: Brinn, Falcon or Jericho transmissions allowed.

2. No trick clutch units or aluminum flywheels. No lightening of flywheels allowed. Clutches must be positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches. No automatic flywheels used with standard transmissions.

3. All manual gear transmissions must have SFI approved explosion proof steel bell housing.

4. Automatic transmissions allowed. Must be unaltered OEM with unaltered OEM pump, original bell housing and stock torque converter. Must have approved scatter shield constructed of minimum of 0.125 inch by 3 inch steel, 270 degrees around flex plate must be full, unaltered OEM, or OEM replacement. No manual bump starts allowed. No direct drive, lock up or welded torque converters.

READ ENDS

Stock type rear end must be locked or posi-traction. 9" Ford OK. Full floater OK. All steel parts only, hubs, drive plates, axels, spool must be steel. Full or mini-spool only. Lower trailing arms must be same length and mounted at same height. No gun drilled axels. May run aftermarket rear trailing arms. May run aftermarket rear trailing arms and can be adjustable on rear end as long as total wheelbase of vehicle is 108"(1/2" tolerance). Pinion angle may be adjusted. Lower trailing arm mount must be 3" below bottom of axle housing. Must be same on both sides.

TIRES AND WHEELS

1. Official tires are the Hoosier H-500 or G-60.

2. 8" steel wheels with 1" lug nuts. May run wheel spacers.

3. Conventional unaltered rims only.

4. Bead lock on right rear only.

5. No grooving or siping of tires.

6. No tire soaking/and or treating in any class. Any driver/owner/crew member found to have used, or brought, any tire soaking chemicals onto SOUTHERN RACEWAY property will be asked to leave the property and will be subject to fine and

or suspension.

FUEL AND FUEL CELLS

1. one 8 or 12 gallon fuel cell maximum. Must be mounted by at least two steel straps 1/8" thick x 2" wide around fuel cell. Fuel cell should be enclosed in metal container and protected by roll cage. Must have roll over valve.
2. Pick up tube or supply not to exit under tank.
3. May run racing fuel.

WEIGHT

All cars must weigh minimum of 2600 lbs.

DECALS

Numbers on both sides and top must be at least 4" thick and 18" high.

SAFETY

1. Helmets must be Snell approved and fire suites must be SFI approved.
2. Fire extinguisher, scatter shields and 5-point safety harness must be mounted securely to roll cage.
3. Brakes must work on all four wheels. May run stock or racing type master cylinder/cylinders. Aftermarket brake/clutch pedal assemblies are OK. Can use disc brakes on rear, stock metric calipers only front and rear. No adjustable proportional valves in cockpit. No floating brakes.
4. Exhaust should be mounted in a fashion to direct spent gasses away from area such as cockpit of vehicle and areas of possible fuel spillage.
5. Batteries must be securely mounted, shielded and contained separately from fuel cell.
6. Kill switch required within easy reach of driver. This switch must be marked "ON" and "OFF"
7. Driveshaft tubes or hoops mandatory. Drive shaft must be painted white with car numbers on it.
8. Front and rear bumpers and nerf bars are required. Nerf bars must not extend past the width of tires, nor have any sharp edges. Side nerf bars must be constructed of a continuous loop bent and attached to the chassis. No open end tube nerf bars. Front bumper must be bent in a continuous loop of steel tubing minimum 1.5" O.D. and attached to the front frame horns. Front bumpers cannot extend out past the width of the front frame horns. Rear bumper must be no wider than width of rear tire width and bent with rounded ends. Rear bumper must have closed end tubes. Rear bumper must have a lower hoop attached to the bottom of the main bumper to protect the fuel cell, and to keep other cars from driving under the rear bumper. Front and rear bumpers, at center, must be 16" plus or minus 1", from the ground. Rear bumper no further than 8" from the body.
9. Loose objects and/or weights must not be in driver's compartment or outside of body or hooded area. Any weights added to other areas of the vehicle must be securely mounted and painted white and have a car number on it.
10. All cars must be able to crank with own power.

PROTESTS

Same as other classes.

LEAD

Weight must be securely mounted to the car's frame or roll cage. The lead must be painted white and have the car number legibly and visibly painted on it. The lead must be secured with at least two 1/2" bolts.