

NORCAL VINTAGE HARDTOPS, Inc.

2012 Racing Rules

(please note all rule changes are BOLD, underlined, and italic)

The rules listed here are guidelines for the 2012 racing year. We hope to keep them as simple and fair as possible. We use "Kramer's" line here, "without rules there is chaos" Due to concerns from Speedway Promoters all cars MUST meet all track safety rules. NorCal Vintage Hardtops, Inc. promotes the idea of good hard racing with NO CONTACT. These are vintage racecars and all drivers should keep that in mind while enjoying the racing experience to its fullest.

* Any questions regarding these rules please contact us at: **norcalvintagehardtops@gmail.com**

Body:

1. 1928-1948 steel American-made passenger car sedan or coupe type only. NO pick-ups or convertibles. Bodies must be completely stock appearing. NO chopping shortening or channeling. All flammable material, glass and hardware must be removed. All window openings must remain stock except rear window and door windows may be enlarged for driver safety. Rear of body may be shortened or bobbed to the last rear cross member. **Door frame work can be removed to accommodate side bars.** Doors must be welded or bolted shut. Stock cowl must remain on body except for trimming. Hood mandatory and must be stock appearing for body being used. Hood can be aluminum, steel or fiberglass replacement. Bodies will have a 60" minimum height measured from ground to top of body. NO portion of body may be lower than the bottom of the frame main rails.
2. Cars built before 2008 may be grand fathered in on an individual basis.

Weight:

1. All cars must weight a minimum of 2800 lbs. with driver.
2. Any added weight must be painted white and marked with the car #.
3. Added weight must be securely mounted to the frame only.

Floorboards:

1. Car will have complete firewall and floorboard from firewall to behind driver's seat and from side to side. May be aluminum or steel.

Fender-wells:

1. Front fenders and fender-wells may be removed. Rear fenders may be removed.

Frame:

1. Stock steel frame only. Frame may be boxed for reinforcement. Mounts maybe added for roll cage, springs, shocks, and swaybars.

Roll Bars:

1. 1 3/4 " o.d. x .095 minimum steel tubing cages mandatory. Cage must be welded to mainframe in six places. Minimum 3 sidebars on left and 2 sidebars on right connecting to front and rear cage uprights. Cage must be cross-braced. (See diagram at end of rules)

Front Suspension and Frame:

1. Front clip may be changed for safety. i.e. Mustang II, or GM, etc. Must try to maintain vintage look.
2. No coil over front suspensions, no torsion bar.
3. Weight Jacks OK.
4. Sway bars OK.

Front Axle:

1. Must be a straight steel O.E.M. front axle from a passenger car or PU truck.
2. Right front billet or safety hubs **Mandatory**.
3. Stock spindles OK.

4. **NO** ball bearing hubs.

Rear End:

1. Any rear end permitted except the following: **NO** open live axles or independent rear ends.
2. No tapered key-way type rear-ends.
3. Rear end may be locked or unlocked.
4. Safety hubs recommended.

Rear Suspension:

1. Adjustable shackles or sliders OK.
2. Weight jacks OK.
3. Sway bars allowed.
4. No fifth arm suspensions.
5. Rear Leaf springs only, mounted in stock location. May use after market springs.
6. No single leaf springs or fiberglass springs.
7. Rear leaf springs must have at least 3 leaves.

Shocks:

1. Steel shocks only.
2. Maximum of 1 shock per wheel mounted in any position.
3. Racing shock permitted.
4. **NO** driver adjustable shocks or weight adjusting devices allowed.
5. **Coil over shocks maybe used in the rear only when used in addition to leaf spring package.**
6. Rear coil overs should be mounted inboard if body style permits to maintain vintage look.

Steering:

1. Any truck or passenger car steering box permitted.
2. Power steering boxes and pumps permitted.
3. Steering may be quickened or a quickener added.
4. Steering wheel and seat may be moved to center of car.
5. Racing steering wheels and quick release hubs **mandatory.**
6. **Mandatory** center pad on steering wheel.

Brakes:

1. All cars must have adequate brakes on at least 3 wheels at all times

Transmissions:

1. Any O.E.M. transmission allowed. Must have all forward gears and one reverse gear in working order. Automatic transmissions **must** have torque converters. **NO** in and out boxes or quick-change boxes.

Clutch:

1. Single disc only.
2. NO direct drive, multiple disc, dog or Ram type friction clutch allowed.

Wheels:

1. 8" steel heavy duty or racing wheel required.
2. NO aluminum, magnesium, plastic or carbon fiber wheels allowed.
3. NO bead locks.
4. Wheel offset optional.

Tires:

1. Any tire. Any recap tire OK. * **NO mud or snowtires.**
2. Maximum width is 8" as marked on sidewall, * **except right rear which maybe 10"**
3. Tires may be grooved.
4. McCreary, Hoosier, Goodyear, American Racer OK.
5. Tire must fit within tire width gauge. NO exceptions.
- * **6.1" lug nuts on ALL wheels and adapters required.**

Wheelbase:

1. Wheelbase must be within 2" of stock wheelbase for year of body used.
2. NO car will be permitted with less than the minimum of 105" wheelbase measured on the shortest side at anytime, unless it was caused by an incident on that race date

Fuel Cell:

1. Fuel Cells are mandatory.
2. Fuel Cell must be mounted with four (4) 1" x 1/8 steel straps around cell.
Two (2) front to rear and two (2) side to side and across top.
3. If mounted in open trunk (no floor) it must have 18-gauge sheet metal shield covering front and bottom of cell, or be in a can.
4. Fuel Cell must be located in the rear area of the body.
5. Fuel Cell must be in an area sealed off from the driver.
6. Fuel Cell must have a one-way vent valve for safety in case of a roll over.

Fuel Lines:

1. Fuel lines must be run through steel tubing and above the floorboards.

Fuel:

1. Pump gas and racing gas ONLY. NO alcohol, nitro, or nitrous oxide.

Radiator:

1. Any radiator may be used; must have overflow tank. Must be in front of engine.
2. Electric fans may be used

Drive shaft:

1. Must be painted white and have safety strap at front of shaft.

Battery:

1. Must be securely mounted and sealed (covered)

2. Positive post must be covered.
3. Electric cutoff switch must be in reach of driver and safety personal.

Flywheel:

1. May be aluminum or lightened but must have a starter ring gear. All cars must be self-starting with starter in good working order.

Scatter Shield:

1. Shield must be a minimum 3/16 x 4" steel, 180° over bell housing area, and must be securely mounted. Or use an approved scatter shield bell housing such as C.A.E., Lakewood, etc. Belting of not less than ¼" thick may be used.

Engines:

Any American passenger car O.E.M. gas engine permitted, except NO V-6 or overhead camshaft engines.

The following limitations and rules apply:

6 Cylinder & Flathead Engines:

- a. 6 cylinder overhead valve engines, or Flathead V-8 or 6 Cyl. Engines have NO cubic inch limits or restrictions. (Except B below)
- b. NO fuel injection, blowers, or super chargers on any engine. No alcohol
- c. Fuel pump: Any stock type pumps OK, but MUST be mounted in its original location.
- d. Electric pumps may be used, they MUST have an automatic shut off valve or switch. (see diagram)

V-8 Engines:

8 cylinder overhead valve engine, 360 cubic inch maximum, stock stroke, stock crankshaft, stock rods, stock bore with a maximum .060 overbore. Steel heads with NO porting or polishing, steel O.E.M. block.

1. Carburetor: Must be a Holly 2 barrel # 4412.
2. Manifold: Any single 2 or 4 barrel, cast iron or aluminum in take allowed. NO tunnel ram type manifold permitted.
3. NO internal modifications expect for cam, Oil pump, timing chain, and piston.
4. Camshaft: Hydraulic or flat tappet OK, NO roller cams.
5. Oil pump: Hi-performance replacement allowed, NO dry sump systems.
6. Timing Chain: Stock or true roller chain only, NO aftermarket gear drive or belt systems.
7. Piston: Flattop only.
8. Oil pan: May be baffled or capacity increased. After market racing oil pan OK.
9. *** Ignition: Stock or after market in stock location with internal modifications OK. NO magnetos.**
10. Roller rocker arms allowed
11. Headers allowed. NO 180 systems allowed.
12. Fuel pump: Any stock type pumps OK, but MUST be mounted in its original location. Electric pumps maybe used, they MUST have an automatic shut off valve or switch. (see diagram)

Engine Set Back

1. Stock firewalls only. Firewall must remain in stock location
2. Engine maybe moved back with rear of cylinder head to fire wall.
3. Notch out for larger distributor OK.

Mufflers:

All cars **must** run mufflers at all times and must be 95 dB. Or less at 100 ft.

Nerf Bars:

1. Must have side nerf on both sides of car with NO sharp or jagged edges and securely fastened. Front nerf must be rounded. Rear nerf must be wide enough to cover 50% of the tires and rounded.

Seat:

1. Aluminum racing seat only. NO fiberglass or plastic seats. Seat mounting must have 4 – 3/8" bolts minimum, 2 bolts on the bottom and 2 bolts on the seat back near the top area with large washers on each. All seats must have high back or headrest.

Seat Belts:

1. A quick release seat belt and shoulder harness no less than 3" wide and submarine (crotch) belt are **mandatory**.
2. All belt ends must be attached to roll bar cage separately from the seat with 3/8" grade 5 bolts minimum.
3. Belts must come from behind driver.
4. Worn belts must be replaced

Window Net:

Window nets are mandatory.

Fire Control:

1. Minimum 2-½ pound A-B-C type (dry powder) fire extinguisher must be mounted within driver's reach in an approved bracket.
2. Each pit area must be equipped with a serviceable A-B-C type (dry powder) fire extinguisher, in addition to system in racecar.

Appearance:

1. Cars must be attractively painted with large numbers in contrasting color. Number must be at least 24” high on each side and deck lid or roof of car. NO primer painted cars permitted.
2. Cars must maintain a good appearance throughout the race season.
3. Year and make should be on the passenger side of racecars and visible from the grandstands.

NO radio communication with driver is allowed.

DIAGRAMS:

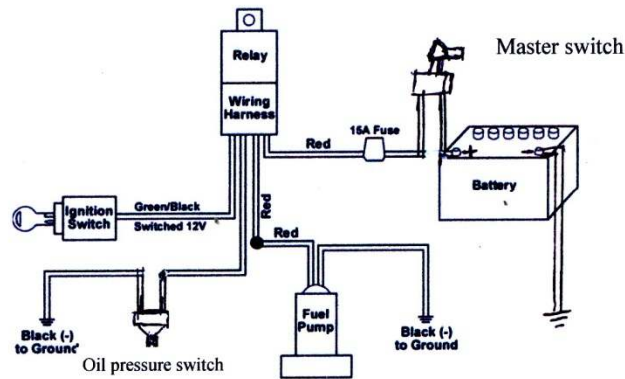
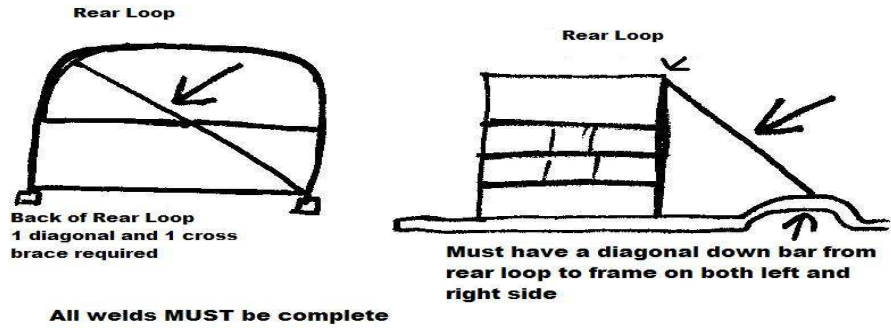


Figure 2

(2) WIRING THE FUEL PUMP WITH AN OIL PRESSURE SAFETY SWITCH:

One method is to wire the pump to a switched 12-volt source (providing power only when the engine is running) located at the vehicle's electric panel. To ensure this condition, the installation of a Holley 12-810 oil pressure safety switch is recommended for installation into the wiring circuit. This will ensure that the pump will not continue to operate after the engine is shut off and/or when the key is left in the "ON" position. If the pressure switch is to be used, follow the installation instructions as outlined below (refer to Figure 3). Use 12 gauge wire for power (BAT+) and ground wires.

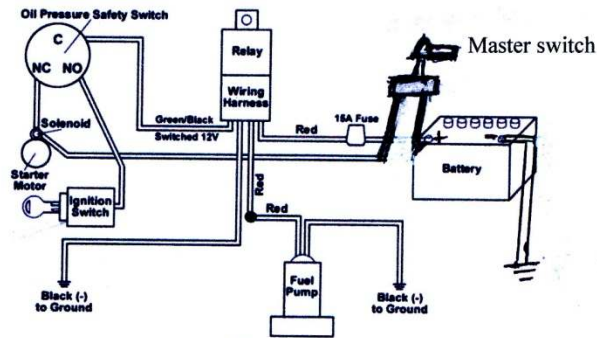


Figure 3