

## Crate 602 SERIES RULES 2018

### ENGINE RULES:

1. CHEVROLET PERFORMANCE PART NUMBER 88958602/19258602
2. THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH. ANY SEALS THAT HAVE BEEN REMOVED OR TAMPERED WITH WILL MAKE THE ENGINE ILLEGAL AND NOT ELIGIBLE FOR COMPETITION. THE PENALTY FOR ANYONE TAMPERING WITH SEALS, MODIFYING ANY INTERNAL ENGINE PARTS, OR CHANGING THE PARTS FROM STOCK AS DELIVERED SEALED FROM THE FACTORY WILL BE SUBJECT TO EXPULSION FROM RACING WITH ANY CRATE RACING USA SANCTIONED EVENT FOR THE REMAINDER OF SEASON AND FUTURE SEASONS.
3. ANYONE RUNNING A RESEALED ENGINE WILL BE REQUIRED TO CARRY A PENALTY OF 50 POUNDS. 25 WILL BE REQUIRED TO BE IN FRONT OF THE RACK AND THE OTHER 25 WILL BE REQUIRED TO ANYWHERE ON THE CAR. THIS CAN AND WILL BE TAKEN OFF AND WEIGHED.
4. IN THE EVENT OF SOMETHING LIKE A LIFTER BUSTING OR BUSTING AN OIL PAN WE WILL HAVE THUNDER SERIES SEALS THIS YEAR SO WE CAN RESEAL SOMEONE'S ENGINE. AT ANYTIME IF A HEAD OR TIMING COVER HAS TO COME OFF THE 50 PENALTY WILL HAVE TO BE ENFORCED
5. NO CHANGES ARE ALLOWED TO THE ENGINE – INCLUDING BUT NOT LIMITED TO INTAKE MANIFOLD, HEADS, VALVE COVERS, FRONT COVER, OIL PAN, HARMONIC BALANCER, OR ANY OTHER PART/ OR PARTS ON/ OR IN
6. NO VACUUM PUMPS
7. ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED, OR CHANGED FROM FACTORY SPECS
8. THERE WILL BE A \$1000 PROTEST ON A CRATE ENGINE. IN THIS EVENT IF IT IS A GM SEALED ENGINE THE SERIES WILL PROVIDE OUR THUNDER SERIES SEALS TO RESEAL THIS ENGINE AND THE WEIGHT PENALTY WILL NOT BE ADDED AS LONG AS THE ENGINE IS DECLARED LEGAL. \$800 WILL GO TO THE ONE PROTESTED \$200 WILL GO TO THE SERIES
9. THERE WILL BE A \$3800 CLAIM RULE ON A CRATE ENGINE. IF YOU CLAIM THIS ENGINE YOU ARE NOW RESPONSIBLE FOR THIS ENGINE

### CARBURETOR RULES:

- 1: ONE 650 4 BARRELL CARBURETOR
- 2: ENGINE MUST BE NATURALLY ASPIRATED
- 3: MAY USE ONE 1 INCH, ONE PIECE, CARBURETOR SPACER (.040 TOLERANCE MAXIMUM) AND TWO STANDARD PAPER GASKETS (MAXIMUM 0.070 INCH THICK); ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR
- 4: WILL BE CHECKED WITH THE GO NO GO GAUGES.

### DISTRIBUTOR RULE:

1. MSD IGNITION SYSTEM. NO CRANK TRIGGER, DISTRIBUTORLESS MULTI-COIL,

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OR MAGNETO IGNITION SYSTEM, 6AL OR 6ALN IS **ONLY** IGNITION BOX ALLOWED. MUST BE ABLE TO PLUG CHIP IN BOX AND MUST RUN NO MORE THAN A 6300 CHIP

2. NO ELECTRONIC TRACTION CONTROL DEVICE

3: CAN RUN HEI TYPE DISTRIBUTOR BUT MUST HAVE SOFT TOUCH BOX WITH 6300 CHIP.

4: IF YOUR CAR HAS TWO MSD BOXES IT MUST HAVE A 6300 CHIP IN EACH BOX NO MATTER WHAT.

### STARTER RULE:

1. ALL CARS MUST HAVE WORKING STARTER

### EXHAUST RULES:

1. COLLECTOR TYPE HEADERS REQUIRED. MUST HAVE FOUR (4) TUBES INTO ONE (1) COLLECTOR OF A CONSISTENT DIAMETER

2. MUFFLERS NOT REQUIRED UNLESS TRACK MANDATED. *IF/WHEN MANDATED: MUFFLERS MUST HAVE SOME TYPE OF INTERNAL NOISE DAMPENING CHARACTERISTICS (BAFFLES, EXTRUDED HOLES, SCREEN, CHAMBERED, ETC.) MUFFLERS MUST MEET LOCAL SPEEDWAY'S NOISE DECIBEL REQUIREMENTS. EXTERNAL MUFFLERS ONLY.*

3. NO TRI-Y HEADERS, NO STAINLESS

4: \$350 CLAIM RULE ON HEADERS. IF MUFFLERS ARE WELDED TO HEADERS THAT IS ONE PIECE AND MUFFLERS GOES WITH THE HEADERS IF THEY ARE BOLTED TOGETHER YOU CAN KEEP THE MUFFLERS.

5: MUFFLERS MANDATORY

### FUEL:

1: MAXIMUM 110 OCTANE RACING FUEL OR 93 PUMP GAS. NOT A MIXTURE OF THESE. IF CLAIMING 93 PUMP GAS WE WILL USE THE STYROFOAM CUP TEST ONLY. IF CLAIMING 110 RACING FUEL IT WILL BE SENT TO A LAB {NO ADDITIVES AND NO OXYGENATED FUEL}

### SUSPENSION:

1: LATE MODEL SUSPENSIONS ONLY. NO SPRING LOADED OR SHOCK TYPE 4 BAR RODS. ONLY STANDARD SOLID BAR 4 BAR RODS. NO TORSION BAR FRONT OR REAR SUSPENSION. SWAY BAR OK

2: ONE (1) COIL SPRING PER WHEEL HELPER SPRING OK. NO BUMP STOPS. NO STACK SPRINGS ON ANY CORNER INCLUDING 5<sup>TH</sup> COIL. NO OTHER BUMP STOPS OF ANY KIND.

3: WE WILL BE GOING BY THE NEW DROOP RULE THAT THE SOUTHERN NATIONALS SERIES OF RAY COOK WILL BE USING. RULES AS FOLLOWS

1A:13 INCH MAX HEIGHT ON FRONT NOSE PIECE OF CAR (RF CORNER)

2A: NO DROOP LIMITERS PERMITTED: CHAIN ONLY

3A: PRE RACE TECH HEIGHT MUST BE BETWEEN 37" AND 39" (NO TOLLERANCE) T-BAR MUST BE STRAIGHT

4A: POST RACE TECH MUST BE NO HIGHER THAN 47" (1/2 INCH TOLLERANCE)

5A: LEFT REAR TIRE WILL BE ADJUSTED TO 6 POUNDS OF AIR

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6A: CAR WILL BE MEASURED WITH THE LEFT REAR JACKED UP (BEHIND THE AXIL TUBE UNDER THE UNDER SWUNG) IN THE AIR UNTIL THE LEFT REAR WILL TURN FORWARD AND BACKWARD

7A: CAR MUST HAVE A FRAME (UNDERSWUNG) ON THE LR BETWEEN THE BELL OF THE REAREND AND THE BIRDCAGE WITH A JACKPEG OR WEIGHT CLAMP BOLTED ON FOR THE JACK TO LIFT THE CAR

8A: CHAIN MUST BE TIGHT WHEN THE CAR IS JACKED UP FOR INSPECTION

NOTE: IF T-BAR IS BENT INSPECTOR WILL USE A STRAIGHT EDGE ACROSS BACK OF CAR TO MAKE THE BEST CALL. IF CAR DOES NOT HAVE UNDER SWUNG BAR TECH WILL USE BEST JUDGEMENT TO TECH.

### SHOCKS:

1: OIL SHOCKS (SPLIT VALVE PERMITTED) OR GAS SHOCKS PERMITTED. NON ADJUSTABLE/ NON CANNISTER ONLY. NO AIR SHOCKS ALLOWED

2: THERE IS A \$200 BUY RULE PER SHOCK. ALSO YOU CAN ADD \$125 AND BUY THE SPRING AND COIL OVER KIT. MUST BE IN THE TOP 5 TO BUY. IF YOU REFUSE ANY CLAIM YOU WILL BE DISQUALIFIED AND LOOSE ALL POINTS AND SUBJECT TO SUSPENSION AND/OR FINE. IF THE SHOCK THAT IS BEING CLAIMED HAS A HELPER SPRING YOU CAN PAY AN ADDITIONAL \$75 TO GET COMPLETE UNIT OR THE HELPER SPRING CAN BE REMOVED FOR ORIGINAL PRICE. THIS PROCESS WILL BE WATCHED BY TECH MAN AND THE PERSON BUY SHOCK.

3: ONE SHOCK PER CORNER EXCEPT LEFT REAR. YOU MAY RUN A DRIVE SHOCK.

### TRANSMISSION:

1: FIRST GEN STYLE BERT-BRINN-FALCON TRANSMISSIONS ALLOWED. ONE SHIFTER TRANSMISSIONS ARE SUBJECT TO A WEIGHT PENALTY

2: NO STRAIGHT DRIVES OR IN AND OUT BOXES.

3: IF RUNNING BALL SPLINE TRANSMISSION CARBON FIBER DRIVESHAFT MANDATORY.

### DRIVESHAFT:

1: CARBON FIBER ALLOWED AND RECOMMENDED FOR SAFETY. I

### REAREND:

1: STANDARD QUICK CHANGEREAR END PERMITTED. NO TITANIUM OR EXOTIC MATERIALS AXILS, SPOOLS, GEARS, OR OTHER MATERIALS INSIDE REAR END.NO SMALL TIGER REAR ENDS.

### BRAKE RULES:

1. STEEL BRAKE ROTORS ONLY. NO CARBON FIBER BRAKES. NO TITANIUM BRAKES OR OTHER EXOTIC MATERIAL BRAKE SYSTEMS

### TIRES:

1: AMERICAN RACER 48 SPEC OR HOOSIER 1350 SPEC.WITH OPTIONAL AMERICAN RACER SPEC 56 OR SPEC HOOSIER 1600. MAY CUT EXISTING GROOVES ONLY WITH A NUMBER 1 BLADE. NO SIPING

2: NO CHEMICALS: TIRE PROTEST IS \$125 PER TIRE AND WILL BE SENT TO A LAB FOR RESULTS. LAB RESULTS ARE FINAL. ACCEPTANCE FEE IS \$125 WEATHER ONE TIRE OR FOUR. WE WILL CUT TIRE WITH A NEW GROOVING IRON BLADE AND TAKE TWO SAMPLES FROM EACH TIRE TO SEND OFF. IF TIRE SAMPLE COMES BACK WRONG YOU WILL LOOSE YOUR MONEY AND POINTS FROM THAT RACE AND

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YOUR ACCEPTANCE FEE MONEY. THERE WILL BE OTHER RACE PENALTIES TO BE DETERMINED BY SERIES.

### CHASSIS:

1:2013 OR OLDER RECOMMENDED. ANY CAR 2014 OR NEWER WILL HAVE A 50 POUND WEIGHT PENALTY ADDED TO THE TOTAL WEIGHT OF CAR. THIS IS AN ECONOMICAL CLASS SO LETS KEEP IT THAT WAY. IF NEWER CARS START COMING THE SERIES/TRACK HAS THE RIGHT TO ADD MORE WEIGHT FOR EACH YEAR NEWER OF CAR

### BODY:

1: MUST FOLLOW FASTRAC BODY RULES

\*NO REAR MOUNT POWER STEERING OR REAR MOUNT FUEL PUMP. WEIGHT SUBJECT TO BE ADDED

### WEIGHT:

1: BASE WEIGHT IS 2425

2: CONTAINMENT SEAT OR NECK RESTRAINT GETS 25 POUND WEITH BREAK BUT NOT BOTH.

3: ON BOARD FIRE SYSTEM GET 25 POUND WEIGHT BREAK

4: 1 POUND PER LAP BURN OFF FOR FEATURE RACE ONLY

## **Hobby Rules:**

### **Frame & Chassis:**

- A. Automotive frames permitted
- B. Automotive snout must include: cross member, spring pockets, horns, and attaching rail as one complete unit as it was assembled at the factory. May trim spring pockets for clearance of racing springs and spring buckets.
- C. Wheelbase of 103" on snout frames or stock for make and model on stock frame

### **Suspension:**

- A. Coil over springs permitted on rear. Outboard on front. No coil-over on front.
- B. Jack bolts, racing springs, and racing shock permitted (4" min. spring.)
- C. Racing leaf springs permitted – steel or fiberglass on rear (one type only)
- D. Bottom A-Frame must be stock – no shortening or lengthening allowed
- E. Top A-Frame may be tubular, but only be adjustable at the mounting plates to frame
- F. Any GM or Ford spindle or racing spindle permitted
- G. Front spring pockets must be in original location
- H. No 5<sup>th</sup> coils. Air shock permitted
- I. Lift bars permitted. Fiberglass/ pan hard bar/ solid rubber biscuit permitted
- J. Coil over eliminators permitted
- K. 3-link hook up/ no 4 link hook-ups.
- L. Split valve steel shocks permitted (steel or aluminum)
- M. No gas shocks permitted

### **Steering:**

- A. Rack and pinion permitted
  - B. Power steering permitted
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- A. Number 1 spark plug of Chevrolet must be no more than 2" to the center of top ball joint
  - B. Number 1 spark plug of Ford "302" & "351" must be no more than 4" to the center of top ball joint

**Heads:**

- A. Cast iron ONLY
- B. Straight plug heads or angle plug heads permitted
- C. Vortec or 300lbs heads permitted
- D. Approved stock replacement heads permitted
- E. Double springs
- F. Roller rockers permitted. No shaft rockers
- G. Screw in studs and guide plates permitted
- H. Stud girdles permitted
- I. No more than three angle valve job
- J. No porting, polishing, or port matching

**Intake:**

- A. Aluminum intake permitted
- B. Single carburetor type only
- C. No porting, polishing, or port matching
- D. No homemade intakes allowed

**Carburetor:**

- A. Only Holly four barrel only, no more than 750cfm permitted
- B. H.P. carburetor permitted. No special production
- C. No matching, porting, or polishing
- D. Choke housing may be removed cut must be consistent with top ring of carburetor
- E. 1" carburetor spacers allowed
- F. Maximum of two .060 gaskets allowed

**Headers:**

- A. Any type permitted, but must run parallel to ground
- B. Mufflers required

**Rear End:**

- A. Stock type rear end or equivalent
- B. May be locked
- C. Quick-change rear ends permitted

**Transmission:**

- A. OEM standard production 3 or 4 speed permitted
- B. Must have 1 forward and 1 backward gear
- C. Bert or Brinn permitted

**Body:**

- A. Ultimate, SAS, SESS, Fastrak, rules apply

**Bumpers:**

- A. Must be track approved
- B. No sharp or exploded edges
- C. Bracing permitted

**Engine:**

- A. 362 cubic inches maximum
- B. Flat top pistons
- C. Any hydraulic or solid lift cam permitted, no roller cams
- D. Lifter valley may be polished
- E. Headers permitted, exhaust must exit parallel to ground
- F. Any stock, steel, or cast crankshaft permitted, stock stroke for motor
- G. Stock appearing rods permitted, no H-beam, or billet rods permitted 6.0” maximum
- H. Any wet sump oil pan permitted, internal pump only
- I. Engine may be balanced, crankshaft must appear stock except for drilling or welding for balancing
- J. No ground or knife-edge counter weights permitted
- K. Sealed crate 602 allowed

**Engine Placement:**

- C. Engine and drive line must be in center of car, half the distance of the ball joints

Flywheel and clutch:

- A. Z-28 flywheel permitted
- B. Little Clutch permitted

**Ignition:**

- A. Factory electronic or HEI only

Racing

- B. Coil permitted
- C. Add-on boxes and rev-limiters legal

**Wheels:**

- A. Bead lock permitted
- B. 14 inch wheel maximum
- C. Steel and aluminum wheel allowed

**Tires:**

- A. Hoosier 1350 spec or economy/ American Racer spec 48/48 open/ Hoosier FT 200. Grooving allowed no siping. No softening
- B. Optional – 1600 spec/1600 economy/ American racer spec 48/48 open/ Hoosier FT 400 on the right rear

**Weight:**

- A. 2600 lbs.
- B. 25lbs Weight break for full containment seat, or head/neck restraint

**Numbers:**

- A. Must be 18” high and on each door
- B. Must be visible and legible from scoring tower

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