

PAHRUMP VALLEY SPEEDWAY COUPE RULES 2019

THERE IS NO ONE RACE GRACE RULE IF IT DON'T SAY YOU CAN THEN YOU CAN'T.

OEM = Original equipment manufacturer

FRAME: 1978 – 1988 OEM mid-size GM metric full frames only. Wheelbase 108 – inches +/- ½ “both sides. Frame must be full and complete, cannot be widened, narrowed, shortened, lengthened, or be cut, bent, or altered to change suspension brackets. All frame bolt holes must remain in OEM location. Front frame horns may be removed in front of steering box. Front frame may be cut for radiator clearance. Transmission cross member mounts may be removed. Rear of frame, behind upper shock mounts, may be replaced with round, square, or rectangular tubing. No part of frame can be lower than five inches from ground except front cross member. No other frame alterations allowed.

BODIES GUIDELINES: Fiberglass, early 30's 40's replica.

NUMBERS: Numbers on roof minimum 24” and visible numbers on both sides of car. Should be contrasting color to car.

ROLL CAGES: All cages must be made of .095 tubing no less than 1 ½ OD. Mandatory; a minimum of three (3) passenger side and (3) driver side door bars. All radiator protection bars must be behind the bumper and behind the nose piece. All cages must have a diagonal bar running from top to bottom behind driver seat (suggested passenger side also). No galvanized pipe allowed. No threaded pipe fittings allowed. All roll cages will be strictly inspected and subject to tech approval. If found unsafe, the car will not race. It is highly suggested 1/8” thick doorplate.

SEATS AND SEATBELTS: All must be padded aluminum racing seats. No seat may be mounted directly to floor pan. Seat must be mounted at no less than four (4) points with minimum 3/8 bolts suggested grade 8 with large diameter washers. A 5 point safety harness, with quick release is mandatory with a 3” wide lap belt, 3” shoulder belts. All belts must be securely attached. All belts must be kept up to date. Must have date of manufacture and must be within five (4) years of present date. This is for the safety of the driver and passenger.

STEERING: Steering box must be mounted in stock location. Power steering box must be stock, quick steer boxes allowed. No rack and pinion steering allowed. Steering wheel must have quick release.

FRONT SUSPENSION: All components must be steel, unaltered OEM, in OEM location, and match frame. Jack bolts allowed. Must be mounted in center of spring, removing only enough material in OEM upper control arm mount for placement of jack bolt nut. Suggest gusseting of a-arm mounts to replace material removed. Adjustable spring buckets are allowed. May use OEM upper and lower A-frames and mounts OEM upper A frame may be replaced using aftermarket upper A-frame (steel or aluminum cross shaft allowed), Upper A-frame mounts may not be modified and moved for caster and camber adjustment. Lower A-frame mounts and bolt holes on frame must be in OEM location, mount may be notched for clearance. All A-frame bushings may be after market, Rubber or polyurethane but no bearing / heim type. OEM or OEM replacement ball joints allowed may be tacked in. Sway bars (optional). May use adj. Eye bolt or frame mounts for the sway bar. OEM type sway bars only. No misalignment type bushings allowed.

STEERING STOCK GM OEM: All components must be steel, no grinding, lightening, or welding on any steering parts. Spindle may be reamed and bolt on spindle savers are allowed. Steel steering shafts and knuckles only. (Knuckles may be welded to steering shaft). Steering quickener (optional), steering wheel and quick release (required) may be aluminum. Power steering pump and reservoir must remain in engine compartment. Driver compartment steering may be modified, must be kept on left side. No rack and pinion.

SHOCKS: One steel shock per wheel only. Rear shock must be in OEM mounts and location, must be OEM style. Front shock may be mounted to lower a-arm behind spindle. Steel non-adjustable shock. Mounting spacers and weld or screw – on shock ends allowed. No air, coil -over shocks, or remote reservoir shocks, No Schrader valves allowed. Front hoop of 1 ½ inch tubing may be fabricated to allow for shock mount. It may attach to down bars from main cage. Shock must be mounted to rear of a-arm. No coil over shocks allowed.

SPRINGS: One steel spring (racing spring allowed) per wheel only. Minimum 4.5 inches O.D., non-progressive coils only. No torsion bars or air bags or coil overs.

REAR SUSPENSION: All control arms and mounts must be steel, unaltered OEM, in OEM location, and match frame. (May reinforce arms with 1/8-inch plate welded to bottoms of control arms). **SPRINGS MUST BE IN STOCK LOCATION** Jack bolts allowed. Jack bolts must run through center of spring. Adjustable spring buckets allowed lower spring cups must be centered on housing. Control arms may be reinforced, but cannot be shortened or lengthened, must remain OEM length. All control arm bushing may be aftermarket rubber or polyurethane but no bearing / heim type. Bushings cannot be drilled. No suspension parts may be altered or lightened. No aluminum parts allowed. No misalignment type bushings allowed.

BUMPERS/RUB RAILS: Steel only. Two bar front & rear bumper must be used on car at all times and welded, or bolted securely using minimum 3/8 inch bolts. Must be maximum 1.50-inch O.D. Tubing, .095-inch wall thickness on front and 1.590-inch tubing, Maximum 1.20-wall thickness on rear. Maximum 1.50-inch O.D. Tubing rear bumper may be maximum 6-inches beyond rear deck. All bumpers and rub rails must be capped with no sharp edges. Single or double bar rub rail from front to rear wheel allowed on each side, maximum 1.50 inch O.D. Tubing and .095-inch wall thickness, must be mounted to cage at front and rear of rub rail. May run double rail type nerf bars with 11" max spacing. Rear bumper max width tire center line +or - 1".

BRAKES: Must be steel OEM, operative for wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers cannot be lightened **BREAK SHUT OFFS ALLOWED.** Bolt pattern may be changed. 5/8 inch studs allowed. Minimum 1 – inch lug nuts required (no aluminum or titanium) allowed. Rear rotors may be after market, minimum 0.810-inch thickness, and maximum 12 inch O.D. Vented rotors only, brackets must be welded to housing. No scalloped rotors.

FUEL SYSTEM: Racing fuel cell required, maximum 8-gallon capacity must be in minimum 20 gauge steel container. Must be securely mounted, vents, including cap vent, must have check valves. **AS OF 1-1-2010, IF FUEL CELL DOES NOT HAVE AIRCRAFT STYLE POSITIVE SEAL FILLER NECK/CAP SYSTEM – A FLAPOPER, SPRING OR BALL TYPE FILLER ROLLOVER VALVE IS REQUIRED. HIGHLY SUGGESTED FOR 2009 SEASON.** No part of cell can be lower than protective tubing. OEM mounted mechanical push rod fuel pumps only any carburetor and adapter allowed. No throttle bore adjustable carburetor spacers. Limit

of one fuel filter. No cool cans. Any air cleaner allowed. No cold air boxes. Gas cap must be tethered to fuel cell. Must have ground strap to frame from cell.

FUEL: Gasoline 91 OCTANE ONLY. NO Racing fuel allowed. No E85. No alcohol.

WEIGHT: Minimum weight limit of 2400 pounds after race with driver in car. Weights must not be used in driver compartment or outside body. All weights must be securely mounted with at least two 1/2 inch bolts, painted white with car number on it. No titanium, magnesium, stainless steel or carbon fiber components. Solid steel fasteners only.

BATTERY/STARTER: Battery must not be in cab. Positive cable must be shielded, and battery securely mounted. After market starter allowed must bolt in OEM location. Must have capability of starting, without being pushed or pulled. Must leave initial staging area on demand, unaided, or go to rear of that race.

TRANSMISSION: Automatic. (Turbo 350 recommended for GM, C-6 for Ford) Must use functioning steel torque converter with a minimum 12 inch diameter. No direct drives, couplers, valve pumps or bleeder style valve bodies. Must have 3 forward gear and reverse gear, gears must function. GM automatic must be used with GM engine; Ford must be used with Ford. Stall converters not allowed. Steel OEM style flex plate only, must be bolted directly to end of crankshaft. Must run matching torque converter to transmission. No lock up type torque converters.

DRIVE SHAFT: Minimum 2-inch diameters, white, steel drive shaft only. Steel slip-yokes only. 360 degree drive shaft loop required, constructed of at least 0.125 – inch by 2-inch steel or 1-inch tubing, and mounted 6-inches back from front U-joint.

ENGINE PROTEST: PROTESTER MUST BE DRIVER WHO COMPETED IN SAID EVENT. Protester must pay \$400.00 to track to protest engine. If protest is valid by tech official after tear down then protester will receive his \$200.00 back and driver will receive penalties. If protest is found to be invalid by tech official after teardown then protester will forfeit said \$400.00. Driver of protested car will receive \$200.00 for materials to reassemble car and \$200.00 will go to track for tech. Any engine to be found illegal will incur penalties including; disqualification of from that event and forfeiture of points, money, trophy and \$250.00 fine to be paid before driver and or car can return to compete.

PROTESTABLE PARTS: Any internal engine or transmission part can be protested. Protest must be in writing and with CASH MONEY.

ENGINE SPECIFICATIONS: 315 cubic inch displacement max. All engines must be able to be used in conventional passenger car without alterations. External engine casting and threaded holes cannot be altered. No aluminum, titanium or carbon fiber components allowed. #1 spark plug may no further back than 22 inches from ball joint center line.

BLOCK: Must use OEM steel passenger vehicle production block only. No GM bow tie, Ford SVO components allowed. Approved blocks are: Chrysler: 303 only GM: 305 only, Ford: 302 only no 302 Boss blocks, NO TOLERANCE..0 minimum deck clearance allowed. Piston must not hit straight edge when set across engine block and engine cranked with starter. Any flat top or stock OEM piston allowed no gas ported pistons. 10.5:1 max compression ratio. 3.48-inch maximum GM stroke. 3.250-inch maximum stroke Ford. Engines may be balanced. Oil filter system must remain EOM. 'WET' sump oiling system only. Racing oil pans allowed. Engine bolts may be aftermarket. No roller bearings allowed. No stroking or d stroking of engines must be run as factory intended.

CRANK AND RODS: May use aftermarket Crank or Rods. OEM stock length rods only! No knife edging of crank GM or Ford, I-beam or H-beam, no super or ult4a lightweight rods! Minimum Crank weight 51 lbs. NO SUPER LIGHT WEIGHT CRANKS!

CYLINDER HEADS: GM 305 OEM casting number, Ford 302 OEM casting number head allowed. No VORTEC OR EQ OR WORLD PRODUCT HEADS ALLOWED. No valves larger than 2.02-inch intake and 1.60 inch exhaust. Headers must bolt directly to heads. Flat milling allowed. Guide plates, screw-in shouldered studs and poly locks allowed. Any roller rocker arm allowed (except shaft style). Any length push rods allowed. No beehive valve springs allowed. No porting or polishing of any head. No acid dipping, coating, grinding, welding or port modifications allowed except blockage of heat riser and EGR holes.

INTAKE: Any intake manifold may be used. No porting or polishing (NO TOUCH). OEM style water pumps only, Aluminum OK. Carburetor intakes only. No fuel injection.

CAMSHAFT: .480 maximum cam lift at valve. Lifter bores cannot be altered. Hydraulic or Solid lifters only. No rods type or roller lifters allowed. Must be chain driven roller button ok, no gear/belt drives. No swap firing order cams allowed.

REAR END: Any steel approved OEM passenger car or truck rear end (housing and carrier) allowed. Safety hubs (floaters) allowed. Full steel spool, steel mini spool or welded rear ends only. No quick change devices or cambered rear ends. One-Piece drive flange only. No torque dividing differentials. No scalloped ring gears. No gold track or limited slip

EXHAUST: Stock cast exhaust manifold or headers only. Mufflers were demanded by state.

GAUGES/ELECTRONICS: No unapproved cameras, transmitting or listening devices, timing retard controls, No electronic monitoring computer devices capable of storing or transmitting information except analog tach. No adjustable ignition control boxes. One 12 volt ignition box allowed must be out of driver's reach. Only change allowed to ignition box is on high end rev limiter setting. This setting can be changed through one chip only, or an internal setting inside box. No magnetos. No electronic traction control devices. Must use MSD #8728 REV- CONTROL AND 6.200 RPM CHIP. Must be mounted outside passenger fire wall engine side.

TIRES & WHEELS: Must use 8" inch wheels up front no bead lock with any current or past IMCA modified dirt tire or DOT G 60-15. Rear: must use 10-inch bead lock using current American Racer Economy EC L or Pahrump Valley Speedway track tire.

COUPE RACING GUIDELINES: Intentional bump and spin gets sent to back of the pack. Second (2nd) time intentional bump and spin in the same race gets black-flagged. NO Drivers will receive one race grace for tech infractions except for any and all safety equipment not meeting tech specifications.

NO mirrors allowed.

TECH INSPECTIONS - All cars are subject to inspection anytime they are at the race track. Any refusal will result in disqualification of that event. Any problem with safety items must be fixed before the car races that event. Other problems will be given one-race probation depending on circumstances. Anything not stated in the above rules are up to the **TECHS DISCRETION. ANY DECISIONS MADE BY TECH ARE FINAL. NO EXCEPTIONS.**

ALL CARS THAT DOMINATE OR WALK AWAY ARE SUBJECT TO WEIGHT BEING ADDED TO CAR ANYTIME PER TECHS DECRETION Must have fire extinguisher mounted securely within reach of driver. Must have SFI-approved full fire suit required. SFI approved gloves, neck braces, full face race helmet with a shield. Minimum three-inch wide five point safety belt Required.!