

The guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The director of competition, or the management, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of the DRP officials, whose decisions are final.

DRP may at anytime out law any engine, chassis, or body part that may be too costly for super late model racing. Our goal is to keep short track racing as affordable as we can.

A. Eligible cars and bodies

1. All competing cars will be full-sized, stock American manufactured passenger car bodies that conform to the current a-b-c body rules, 2004 or newer. Current a-b-c body rules apply unless otherwise specified herein.

spoilers- 5 x 60 max.

Wheelbase 103", plus or minus 2". Track: 64" plus or minus 1", 65" to 66" add 25 lbs. You must declare this at pre-tech, over 66" is DQ.

2. No attempt to get any aero advantage allowed, panning of nose or sides, windows, side skirts, noses, tail panels, etc.
3. Five star or flat 12" side vent windows only
4. 3 window braces front and 2 rear window braces
5. No holes in any body panels or windows to exhaust air. All holes must remain open for qualifying except nose panel

B. Engines

1. There will be two engine combinations approved for all events at all times, 9 to 1 aluminum and ACE. Other types of engine packages may be approved for competition and listed in this section. Weights for all engines listed below.
2. Block must be cast iron. (exception: schwanke and wegner spec engines only)
3. No 18 degree or SB2 Chevrolet heads
4. Minimum crank height is 10" measured from the center of the forward crank bolt.
5. All GM cast iron engines must be located so that the centerline of the forward most spark plug hole is no more than 2" back from the center of the upper ball joint. Ford, Mopar, and LS engines use 4" set-back.
6. Antifreeze is strictly prohibited

7. Dry sump engines are highly recommended, call with questions for wet sump engines.

c. ACE. head engine must be able sell heads, complete for \$2500.00 Heads must be stock out of box.

No titanium valves allowed All valve spring sizes must be 1.55 max
no shaft rocker arms allowed except on mopar engines
steel or titanium valve spring retainers are permissible
maximum 4 stage oil pump
may have one extra water line per head
valve job may be blended into combustion chamber 3/8 inch from seat.

1. Ace engine manifolds:

any production type intake manifold allowed - provided it is readily available to all competitors from

local race part suppliers. (maximum cost \$375.00) maximum height of manifold is 7.25"

(including any

carb spacer and gaskets) the manifold height will be measured from the base of carb to top of cylinder

block. Only one flat gasket with a maximum of .120" may be used between intake manifold and cylinder

head - no spacer or wedge type gaskets allowed. No additional material may be added to manifold. No

grinding or polishing of any part of the manifold - except you may match port the runners a max of 1".

2. Ace engine pistons

flat top pistons only. Max compression ratio 10.5 to 1. Maximum engine displacement for GM and Ford is 358, Dodge will be 360. Minimum 350 for GM, 346 for Ford.

3. Ace engine camshaft

max lift is .625". No mushroom type lifters. Inlayed cams are prohibited. The maximum rocker ratio is 1.6 to 1. Rev kits of any type are prohibited. Only steel push rods. No roller bearing camshaft journals. Magnetic steel lifters only.

4. Ace engine connecting rods

Steel rods allowed. No titanium, aluminum, graphite or stainless steel.

5. Ace engine blocks

must be standard factory production cast iron. (only 010 or bowtie approved). No aluminum blocks

permitted. No altering of engine block permitted. Absolutely no grinding or lightening of blocks. The

use of aftermarket blocks will be allowed in ace engines. No big bore short stroke ace engines allowed.

6. Ace engine crankshaft: Standard steel type only, min. weight of 43 lbs. Light weight, undercut counter weight crankshafts are prohibited. Stroke 3.400 min to 3.500 max. Minimum 1.980-rod

journals or any under sized journals under factory dimensions.

7. Ace inspection

a 1.5" plug must be installed in the oil pan for inspection purposes. This hole must be directly under or

side of the rod journal. If a windage tray is used, a hole must be provided in line with the hole in the oil

pan. Cylinder head removal after any race may be required for inspection purposes.

D. 9 to 1 aluminum head engines

1. Engine block: must be cast iron. No carbon composite or light weight blocks allowed.

2. Crankshaft

standard steel type only, minimum allowed weight of 38 lbs., stock angle crankshaft allowed.

3. Pistons

flat top pistons - no part of piston may protrude above top of cylinder.

9 to 1 aluminum headed motors will have a 9.5 to 1 max. compression ratio.

Maximum engine displacement of 358 and minimum 347.

aluminum headed motors may use dished or inverted dome pistons.

4. Connecting rods: steel rods only.

5. Camshaft

Steel push rods only. Roller cams and rev kits allowed.

6. Heads

All cast in part numbers must remain unaltered. Painting and /or coating of the heads not permitted.

only steel or titanium valves, max 2 per cyl.

only magnetic steel valve springs

internal polishing and porting will be permitted

spark plug holes must remain in stock location

valve angle must remain within 2 degrees of stock

valves must remain in the stock location in relation to the cylinder bore centerline

7 Intake manifold

No fabricated intakes. Must be made of aluminum. May be polished and ported

Only one flat gasket with max of .120" may be used between intake manifold and cylinder head

no spacer or wedge type gaskets allowed..

Not permitted will be:

added directional devices inside the intake manifold, air holes to be opened in the intake manifold,

painting and /or coating of the intake manifold.

8. Misc

No engine part maybe composite. All part numbers must remain on all engine parts. No crank fire ignitions

E. Iron headed concept

deleted

F. Carburetors and spacer plates

All cars will use Holley 4412 2bbl carburetor. The hp or parts may also be used.
All carbs must pass all DRP tech gauges and specs.

Boosters must be stock appearing and as cast and no extra holes may be drilled, and may not be tapered. Must also be in stock location in body. No modifications of boosters allowed.
Spacers can be 1 1/2" max and bores must be perpendicular to the base. No tapered spacers.
These parts must be gauge legal:
throttle bores, boosters and booster legs, throttle plates, throttle shafts, main body
Metering blocks must be stock appearing. No aftermarket blocks

G. Fuel and fuel cell

Fuel cells with rubber bladders

fuel cell plates or fuel cell tubs are mandatory.

Fuel cell protector plate 1/8 thick steel must be mounted on outside of frame rails. The plates must

cover the sides and rear of the fuel cell and be official approved. Fuel cell minimum height 11".

All fuel cell cans must be magnetic steel. All fuel cells must have check balls in place.

Any over the axle style rear tail style chassis must use approved 1/8 inch magnetic steel fuel cell can.

H. Weight combination-

All cars will be 58% max left side weight.

2750 lbs- ace engines with 4412 2bbl

2750lbs- mcgunegill sealed engine with 4412 2bbl

2750 lbs- schwanke sealed engine with 4412 2 bbl

2750 lbs- ford sealed s374d with 4412 2 bbl holley-500cfm

2750 lbs- wegner sealed engine with 4412 2 bbl

2800 lbs- 9 to 1 aluminum engines with 4412 2 bbl

The hamner sealed engine will be on a test basis for 2011.

H. Mufflers and headers

mufflers are required for competition. Any car not meeting the 95 decibels will not race. All exhaust highly recommended to exit under car to meet this requirement. All exhaust systems must have mufflers that are not tampered with or hollowed. No custom high dollar headers (no lightweight stainless, titanium or inconel) allowed. Any collector may be used with out a cone style inserts. No one off custom header allowed.

I. Air intake

Forward intakes are not allowed. Air boxes are permitted. The back of the air box must be flat or must

be stock five star part. No devices for directing the flow of the air into the air cleaner or air box are permitted.

No additives allowed in air filter.

J. Clutch

The 5.5" or bigger will be the only clutch allowed. Max price msrp. \$1600. No carbon fiber or poly clutches allowed.

Bell housing must have a minimum 2 1/2" hole at bottom (to allow a clear view of clutch).

K. Transmissions

bert or brinn style transmissions are allowed. No bottom load transmissions.

Must have 2 forward and 1 reverse working gears minimum. One single lever shifter. Must be self starting.

L. Brakes

All cars must have functioning brakes on each wheel. Max 4 piston brake calipers. Maximum \$500 limit on brake calipers Fixed mounted or floating rotors, steel only.

M. Shocks

Maximum cost on racing shocks is msrp \$550 and canisters are \$300. One shock and coil spring per wheel and or corner. No shock blankets or covers allowed

N. Suspension: coil over or leaf allowed. No computer or hand operated controlled suspension.

O. Roll cage construction

following are the minimum specification requirements for roll cage construction approved for competition. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted.

A four-point roll cage structure utilizing a minimum 1.75" x .090" d.o.m. steel tubing is mandatory. The entire structure must be welded to the primary frame structure with a minimum of four horizontal driver side door bars.

A minimum of 2" x 3" x .095" wall steel tubing is mandated for main frame rails.

Absolutely no aluminum allowed on the structure of the chassis.

P. Driver side door plates

All door bars need to be plated.

Plan - a – 1/8" solid steel plate bolted to the left side door portion of the roll cage.

Doorplate must be bolted to the roll cage using a minimum of six each 3/8" aircraft quality bolts and washers.

Plan - b – min. 1/8" thickness steel plate must be welded to the space between each left-side door bar.

Q. Driveshaft

must be made of steel or aluminum. Containment hoops (2 required), constructed of a minimum 3/16" thick steel. The forward hoop must be 4-5" minimum behind front yoke.

R. Front suspension

independent front suspension with articulated upper and lower control arm(s) is mandatory. Max. one shock absorber per corner of the car is permitted. Front suspension adjustment must be done from under the car or by lifting the hood. No holes in the hood, fenders or other body parts from the windshield forward to adjust front suspension component(s) are permitted. No suspension adjustment devices are permitted in the driver's compartment. Knob-type brake bias adjusters are recommended. Spring rubbers are permitted and must be removed manually.

Manual or power steering may be used, no electronic power steering.

S. Rear suspension

non-independent, live axle type rear suspension is mandatory. Rear ends may be quick-change Rear axle tubes must be steel. No open tube rear ends permitted. Maximum rear camber is + or - 1 degree. Material used for rear end center section is at the discretion of the team, but hub pins must be steel. Rear end coolers are recommended. Remote rear suspension adjusters are permitted when accessible through the rear window. A maximum of three 1" diameter holes are permitted in the rear window. Each hole can allow access to one adjustment device only. No titanium axle shafts

T. Wheels

must be 15" diameter; five-lug steel; 5" x 5" or wide 5, 10" width. **Bleeder and/or pop-off valve devices are permitted.** A minimum weight of 17lbs is required

U. Wheel studs and spacers

a min. of five lug nuts per wheel, minimum 5/8" solid steel nuts, showing a min. of two threads through the nut when clamping the wheel to the hub. Wheel spacers, if used, must be steel or aluminum and a min. of 6.75" diameter.

V. Safety

in all matters pertaining to safety, car owners, drivers and crewmembers must review and educate

themselves in all safety standards. It is the responsibility of the car owners, drivers and crewmembers

to install, wear and maintain all safety equipment as specified by manufacturer's instructions.

This

includes, but is not limited to, helmets, fires suits, racing suits, gloves, shoes, flame-resistant underwear,

flame-resistant head sock, head and neck restraint systems, driver's racing seat and safety belts.

All cars must have tow hooks: 2 in front on bay bars and 2 in back on fuel cell protector bars.

W. Driver seat

All driver seats must be manufactured by a recognized manufacturer of seat and safety

equipment,
multi-layer aluminum seat. Seats must remain as purchased and produced. Bolt on systems are allowed. Seats must be equipped with left and right leg extensions, fully padded.

A.1 seat belt and shoulder harness installation

all seat belt and shoulder harness systems must meet sfi specification 16.1, type 1. Y-type shoulder belts are not allowed. Seat belts and shoulder harness systems must have a production date within 3 years of the event date. A minimum five-point harness system is mandatory. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. All belt and harness mounting must be done with aircraft-quality bolts and washers.

B.1 driver helmet: All driver helmets must reflect a snell 2005 certification minimum. Sfi or snell approval sticker must be visible for officials inspection. Eye protection is mandatory at all times.

C.1 left side widow net: Left side driver window net is mandatory. Construction must be web-type safety net with mechanical release. Spring-loaded releases are not allowed. Window nets must drop down. Must latch on top.

D.1 fire suppression system

a minimum five-pound (5) on-board fire suppression system, with multiple discharge points is highly recommended. Cold fire recommended for cockpit usage. Must have gauge in view. Must be fully charged.

E.1 driver head/neck restraint system and driver uniform

head and neck restraint devices is highly recommended. Driver uniform must be a multi-layer, full-coverage, one-piece fire-retardant uniform specifically designed for racing; fire retardant gloves; socks; underwear; and shoes.

F.1 tires

Hoosier f 25 left side and Hoosier f 48 right side.

Alteration of a tire(s) is not permitted and defined as changing the physical and/or chemical composition of the tire by cutting; grinding; buffing; warming; cooling or the use of chemicals whereby the tread area or the interior surfaces of the tire is changed from the manufacturer's specifications. Alteration or defacing of tire identification numbers; labels; code numbers or serial numbers is not allowed.

G.1 traction control and on-board computer or analysis equipment.

No equipment of this nature is permitted on any car or located in the pit area. Only one camera pointing out front windshield allowed. Multiple cameras not allowed. No computer or video analysis equipment of any kind allowed.

H.1 ignition

all ignition systems must be 12 volts. All cars must have only one 12 volt battery. Car may be

wired for dual boxes but must have only one box in car while on track. Box must be in clear view. Must be able to remove in five minutes.

Ignition boxes approved:

Crane crane cams ignition hi-6r p/n 6000-6400, or hi-6rc p/n 6000-6700, or hi-6 p/n 6000-6440

Msd 6a, msd 6t, msd 6al, msd 6aln, msd 6tn

Connector: the 6 wire harness must be 24" long max and have a female 6 pin, weather pack connector.

Six pin wiring diagram

a- ignition switch 12v (small red)

b - points pick-up (small white) brown gm boxes

c - coil negative (small black)

d - coil positive (small orange)

e - battery positive (large red)

f - battery negative (large black)

two pin optional for these two.

A - battery positive (large red)

b - battery negative (large black)

Non - compliance with the specifications outlined herein may subject the participants (owner/driver) to disqualification, loss of monies and points earned at the event. Furthermore, the owner may be fined up to \$5000 and all non-complying components will be seized by the series technical inspector. Owner/driver must provide tools to remove parts