



PERSONAL SAFETY EQUIPMENT

Each competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. TRACK OFFICIALS, OR THE PROMOTER ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT.

YOU MUST ALSO ADHERE TO THE FOLLOWING:

(RULES SECTION 1 - 5 ON THE WEBSITE)

Changes/Updates are highlighted in RED

Rules may be amended by Langley Speedway Staff to enhance competition

ROLL CAGES

1. Roll bars must consist of continuous hoops not less than 1.750 inch outside diameter and must have a wall thickness minimum of .095 inch.
2. Roll bars must be frame mounted in at least eight (8) places.
3. Driver's head must not extend above roof loop with helmet on and strapped in car.
4. Foot protection consisting of bar or plate is mandatory
5. Driver door bars must be parallel with the ground and located so as to provide maximum protection for the driver. The side bars must be welded to the front and rear of the roll cage members. Door bars of less than .095 inch thickness are not allowed. A minimum of three (3) bars at 1.75 OD or four (4) bars at 1.50 OD must be used.
6. A 0.090 magnetic steel plate attached to driver's side door bars is required.

FRAMES / SUSPENSIONS

1. All cars must use factory production American passenger car front frame sections. Frame sections cannot be narrowed or widened.
2. STEERING: No rack and pinion. Tie rod sleeves and rear end alignment tubes will be made of steel. The tie rod tubes ends may be replaced with Heim joints to correct bump steer. Upper link can be aluminum. Any type of front sway bar is permitted, but arms on after-market sway bars must be made of steel.
3. Spindles can be either OEM or Howe aftermarket and must be the same left to right.

These are the Howe Stock replacement spindles.

Part Number 344GN (Right side)

Part Number 344GNL (Left Side)

And the Howe replacement with the IMCA raised stamp

Weld-on brake brackets and aftermarket steel hubs are permitted

4. Steel steering shafts and knuckles only; driver compartment steering may be modified, must be kept on left side. Quick release required - steering quickener and steering wheel may be aluminum.

5. Rear suspension springs must be a minimum of 4-1/2 inches in diameter. Coil-over springs are not permitted on the front but are permitted on the rear. No torsion bar rear suspensions permitted. No independent rear suspensions allowed. The top link spring does not apply to the 4-1/2 inches spring diameter rule.

6. No aluminum except for pan hard bar. Upper link can be aluminum. Any type of front sway bar is permitted, but arms on after-market sway bars must be made of steel.

7. Any type of shock is allowed. External adjustments will not be permitted with the exception of Schrader valves. Shock absorber base valves will not be permitted. Remote or electronically controlled shock absorbers will not be permitted.

8. FRONT SUSPENSION All components must be steel, Lower A-arms may be OEM or aftermarket. Lower A-frames must be the same right and left with non-adjustable ends, and of same design . A-arms bushings made of steel or spherical bearings are permitted. Tubular upper A-arms and aftermarket mount plates made of magnetic steel are permitted. OEM or OEM replacement ball joints allowed.

9. Wheelbase must be a minimum of 108 inches.

10. Maximum tread width of car (both front and rear) must not exceed 78" inches, as measured outside of tire to outside of tire at spindle height.

11. Frame, Nose and Body height will be a minimum of four (4) inches at all times, with driver in the car. The 1968-72 GM Chevelle OEM or OEM replacement frame has been approved.

BODIES

1. All bodies must be 1980 or newer replicas of American Passenger Cars only. Steel or fiberglass full-size roof required. No wings allowed. No stock bodies. Bodies must be neat in appearance and in good condition.

2. Firewall and floorboards are mandatory.

3. Bodies will consist of the following measurements. Window openings must maintain 18" max. forward / aft and 12" min. tall on both sides.

Rear body height is a max. of 38" high then a max. 5" spoiler may be added for an overall rear max. height of 43" measured from the ground to the top of the spoiler.

Rear body width will be 66" max. and 53" min. must be the same front to back.

Center of the rear spindle to the rear of the body must be 48" max. and 34" min.

Center of the front spindle to the front of the body must be 42" max.

6" max. slope will be permitted from front to rear measured on both sides starting at the leading edge of the door panel measured at or around the A post to the rear edge of the quarter panel.

No additional panels or fillers may be added.

No additional air deflection panels may be added in any area of the car. Examples of this are but not limited to the (front, rear body or nose, alongside the engine compartment, inside the exterior body ect...)

Bodies must have a solid panel at least eight (8) inches minimum and 22 inches maximum in height and must extend completely across rear of car. No open rear bodies allowed. Spoiler is to be no wider than the width of the rear body and maximum 5 inches high.

Hood must be level or sloped down at front, enclosed and maximum two inches above interior deck at rear. No reverse hood rake allowed. 6" max. Scoop cannot extend past front of hood.

4. Engine compartment sides must remain open. Hood sides may have maximum of four (4) inch drop and must be enclosed at rear of the hood.

5. Front windshields must be complete from dash to roof, a minimum of 14 inches wide, constructed of 3/16" Lexan. The windshield may not extend above the roof line. Full Lexan windshields and rear windows are allowed. Braces are required to support the Lexan windshield.

6. Front body nose height is a minimum of four (4) inches.

7. All Modifieds will be numbered with large legible numbers on both sides of doors and on top of roof. Numbers must be registered with Langley Speedway and pay a registration fee, as duplicate numbers will not be permitted. Numbers on sides of car should be in contrasting color from body. Numbers must be at least 20 inches high and at least four (4) inches wide. Roof numbers will be placed with the top of number toward the driver's side of car (to be read by flagman). Roof number must be four (4) inches wide and at least 24 inches high.

8. All Modified cars will have their car number at least four (4) inches in height displayed on the right front nose and on the right rear panel.

9. Decals must not interfere with the car numbers. All cars must display divisional sponsor decal.

BUMPERS

1. Steel bumpers must be on front and rear at all times and welded, or mounted with minimum 0.375 inch bolts. Rear bumper must be constructed of solid square, or minimum 1.25 inch O.D. tubing with 0.095 wall thickness, maximum six inches beyond rear deck, no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be capped and bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard. Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center.

2. Center of bumpers must be eighteen inches above the ground plus or minus two (2) inches.

3. Nerf bars must extend between one inch plus or minus to outside edge of the tires. Rear Nerf bars are strongly recommended.

REAR ENDS

1. Any steel approved OEM passenger car or truck rear end (housing and carrier) allowed. Quick change rear ends are permitted with steel axle tubes only. Only Detroit locker ratchet type differentials will be permitted. When this type of differential is used, either wheel, when jacked up with the transmission engaged, must turn freely by hand for one (1) full turn, 360 degrees, while the opposite wheel remains stationary. Locked rear drive axle assemblies (solid spool) will be permitted. When jacked up, both rear wheels must rotate in the same direction and the same rotational distance at all times. One (1) wheel,

when jacked up, must not rotate in any direction. No torque dividing differentials. No scalloped ring gears. Hubs and all other rear end components must be made of steel. However, axle caps, lowering blocks, drive plates and carriers may be aluminum. Rear ends may be cambered plus or minus one (1) degree only. No electronic traction controlled devices permitted.

TRANSMISSIONS

1. Only OEM-type transmissions allowed, 3 speed, 4 speed, or automatic. No five speeds, in or out boxes, overdrives, couplers, or buttons allowed. All cars must have operable reverse gear and be able to back up and move forward from standing position.
2. Clutch-type transmissions must be equipped with approved blow-proof bell housing. A transmission blow-proof cover shield is required for automatic transmission cars.
3. All flex plates must be OEM or SFI-approved. No FFI or other manufacturer of lightened flex plates allowed.
4. Only steel drive shafts are permitted. Drive shaft will be painted white and have car number on it. Car must be equipped with a drive-shaft strap made of steel that is a minimum 3/16" thick by a minimum two (2) inches wide.

BRAKES

1. Only single piston OEM or after-market brake calipers that conform to OEM specifications. Brakes must be fully operational on all four wheels and must lock up on inspection. Absolutely no electronic or hydraulic traction-control devices allowed on brakes.

TIRES AND WHEELS

1. Only 8-inch steel wheels are allowed.
2. Tire Alterations is NOT permitted. Once the season starts there will be a durometer number set. If tires are in question the top 6 drivers in driver points along with the Technical Director will inspect the tires and make a ruling or the tires will be sent out to be chemically tested. The final decision will be made by the Technical Director and possible disqualification and or fine could be accessed.
3. All Competitors will use a Track Spec Tire.
4. Two tire rule will apply.
5. All competitors must start the feature race with the same tires on which the car qualified.

SAFETY EQUIPMENT

1. All drivers must wear a helmet that is a Snell SA 2000, or Snell SA 2005. All helmets must be inspected by the Tech director. Helmet must accompany car at time of inspection.
2. All drivers must wear fire suits made of flame-retardant material. Suits will be kept in presentable condition.
3. All drivers must wear flame-retardant gloves. Flame-retardant hood, socks and shoes are highly recommended. Gloves and other safety equipment covered by grease and/or oil and not cared for properly should be replaced.
4. The driver's competition shoulder harness and lap belt must be at least three (3) inches wide with a submarine strap. Metal to metal buckles are required on shoulder and seat belts. The shoulder harness should be mounted even with or slightly higher than driver's shoulders. Belts that are weathered or frayed will not be permitted for racing use.
5. Approved "Hans-type" head and neck restraint is mandatory.
6. Fireproof driver's side window net is mandatory and will not be accepted if cut, tattered or frayed.
7. All cars must be equipped with an on-board fire system/extinguisher that is fully charged and accessible to the belted driver.
8. All roll bars within the driver's reach of his/her leg or arm must be padded with acceptable padding.
9. The steering wheel will have a safety pad in the center.

FUEL CELLS

1. Racing fuel cells are required. Maximum capacity of fuel cell is 22 gallons. Minimum clearance from ground to lowest point of fuel cell is eight (8) inches. The fuel cell must be enclosed in a metal container constructed of a minimum of 22-gauge steel. It must be securely mounted in race car with at least two straps widthwise. Straps have to be a minimum of 1/8 inch thick by one inch wide (steel only).
2. All cells must have closed cap or check valves on gas fill and vent. Fuel cell vent must exit on outside of rear panel, approximately 12 to 18 inches from left side of quarter panel.
3. It is recommended that fuel cell foam be changed every three (3) years.
4. Fuel is to be racing pump gasoline. No additives or nitrous oxide may be used.

ELECTRICAL

1. Each car is allowed only one (1) 12-volt battery. Batteries must be securely mounted and shielded.
2. All cars must have an electrical cut-off switch mounted in the center of the car or in the center of the dash. This switch must be labeled ON and OFF.
3. All cars must be equipped with a self-starter.
4. Alternators may be used.
5. No electronic traction control, timing devices, rev-limiters, or MSD boxes are allowed. race cars at any time. NO ELECTRONIC BOXES OF ANY KIND PERMITTED.

ENGINES

1. Any magnetic steel engine block is allowed.
2. Mounting locations on block cannot be altered from OEM, i.e., frame mounts, starter, fuel pump, etc.
3. Engine must be mounted at least 72 inches forward from the centerline of the rear axle housing, measuring to the bell-housing flange at the rear of the block. The distance from the center of the crank to the ground can be no lower than 11 inches. Engine must be mounted between front frame rails.
4. High Energy Ignition (HEI) with a four (4) prong module or MSD #8364 replacement module is allowed. The MSD distributor allowed for a Chevrolet is #8365. No magnetos, forced air induction, dry sump systems or electric fuel pumps allowed. No timing retard components allowed. No cutting or splicing of any of the distributor wires allowed. All components and wires must remain in their original factory configuration. At any time you may be required to change the distributor module or the detachment of the tachometer wire from the distributor. Point distributors are allowed.
5. Carburetor must be a Holley 500 CFM 2 BBL. The Holley 500 CFM ULTRA HP and XP aluminum bodied carburetors will not be permitted. The maximum butterfly and venturi diameter is 1.750 inches. No sleeving of venturi and no sheer nozzles. Any intake may be used, either two or four barrel with a maximum 3" spacer between the carburetor and the intake, except tunnel rams. No air leaks in the manifold or spacers below the venturi's. Competitors must race with the carburetor used in qualifying.
6. No aluminum cylinder heads or aluminum engine blocks.

CRATE ENGINES

Competitors must notify the Technical Director when you are using this type of engine.

2. GM sealed crate motor part number 88958602 – 350ci. – 350hp*** This motor is the only authorized crate engine allowed.

3. Carburetor – Holly 4 barrel 650 cfm P/N 4777.C or 80541-1 only. Removal of choke is allowed. No other alterations will be allowed. Only 1 non-adjustable one-piece solid aluminum spacer permitted, max one (1) inch height with one (1) gasket per side not to exceed .065 in thickness. Openings of spacer cut perpendicular, matching carb, base and no larger than the base of the carb. No taper or beveling permitted.

4. Car must weigh a minimum of 2,450 lbs. at all times with driver. Left side weight cannot exceed 58% percent of total weight of car.

5. Engine must be mounted at least 72 inches forward from the centerline of the rear axle housing, measuring to the bell-housing flange at the rear of the block. The distance from the center of the crank to the ground can be no lower than eleven (11) inches. Engine must be mounted between front frame walls.

6. No aluminum cylinder heads or aluminum engine blocks

WEIGHT

1. All cars must weight a minimum of 2600 pounds with driver at all times. Driver's side of car cannot exceed 58% of total weight of car. No fluids may be added to maintain weight after the completion of an event for post-race inspections.

2. Added weight must be in block form of no less than five (5) pound blocks. NO PELLETS will be permitted. Added weight must be securely bolted in place and painted white with car number on it. Any dislodged weight will not be returned to the car for weighing after race.

