

2010 - 2012

Vintage Rules

(Modified Mar 2, 2010)

Bodies

1. VINTAGE RACING, INC. Bodies only - Consisting of fiberglass roof, hood, and grill shell as well as aluminum sides (which should be purchased initially but may be replaced if maintaining same shape and dimensions).
2. Steel driver compartment and floorboard recommended. If aluminum, must be .040 and must run scatter shield. No exceptions.
3. Bodies may not be modified, altered, lowered, or moved forward, backward, or side to side..
4. No wings or spoilers allowed. No lexan or clear plastic. No ground effects.
5. Body styles offered:
 - 1934 Ford 3 Window Coupe
 - 1934 Ford Victoria 2 Door Sedan
 - 1934 Chevrolet 3 Window Coupe
 - 1934 Chevrolet 5 Window Coupe

Chassis

1. GM Metric car frames only. 1978 - 1985. Front and rear suspension must remain completely stock metric parts in stock location. All parts must be able to be replaced by or interchangeable with GM Metric car parts.
2. No brackets. No lift or pull bars.
3. No drilling or lightening of frame or cross members.
4. No aluminum or lightweight parts.
5. Frame no lower than 4½" from the ground and the body no lower than the frame.
6. No relocating any suspension parts
7. May change coil spring rates. Springs must fit in stock location.
8. Locking of metric rear end in a manner to convert to positive traction and changing of gears allowed.
9. Frame wheelbase, center of front axle to center of rear axle, 108" both sides, no more no less.
10. Jacking bolts in rear only.
11. Stock mount steel racing shocks OK. No aluminum, no re-buildable/re-valveable, (No QA-1).
12. Factory metric steering box only. Steering chicaneries allowed. Columns in car, driver's choice.

Roll Cages

1. Must consist of continuous hoops no less than 1-3/4" outside diameter and must have wall thickness of at least 0.095". Must be frame mounted in at least 6 places.
2. Roll bar padding required in the driver's compartment. Driver's head must not protrude above roll cage with helmet and strapped in seat. Must have a minimum of one cross bar in top halo of roll cage.
3. Roll cage must consist of a configuration of front and rear loops connected by tubing on the sides or the side of hoops. Must be securely supported and braced.
4. Low carbon mild steel tubing is recommended. No brazing or soldering allowed. Bar across back engine with vertical bars and rub rail or similar protection.
5. No brace bars forward of cage may be higher than stock hood height. Main cage no further forward than engine plate.
6. A minimum of three door bars at least 1.5' O.D. must be as parallel with ground as possible and located perpendicular to the driver to provide maximum protection for driver, but without causing undue difficulty in getting into or out of the vehicle.
7. The side bars must be welded to the front and rear of the roll cage members. Door plates are required.

Engines

1. Engine must be centered in frame, front and rear. No offset engines in frame. From bell housing to center of rear axle, 76" minimum.
2. Bored blocks may not exceed .060" overbore. No stroked or destroyed engines allowed, such as 337 or 383 Chevy. Cast iron blocks only.
Make: Cubic Inches:
Chevrolet 350
Ford 289, 302
351 Windsor
Mopar 360
American Motors 360
Oldsmobile 350
Pontiac 350
3. Valve size as follows:
Max. Allowed Exhaust Intake
Chevy 350 1.5 1.94
Ford 289 1.462 1.781
302 1.462 1.781
351W 1.543 1.844
Mopar 318 1.6 1.800
340 1.6 2.020
360 1.6 1.880
Am. Motor 304 1.406 1.787
360 1.680 2.02
Oldsmobile 350 1.560 1.87
(68-71) 1.624 1.995
Pontiac 350 1.60 2.110
Buick 350 1.5 1.875
4. Cast iron heads only. No aluminum heads. No angle plugs or bowtie cylinder heads. No aftermarket heads. No porting or polishing of heads or intake or exhaust manifolds.
5. No rocker assemblies. Stock rocker arm ratios only. 1.5 Roller Rocker are ok, no shaft rockers. stud girdle ok. No interchanging such as Ford 1.6 in a Chevy motor.
6. Hydraulic lifters only. No flat tappets, no rollers, no mushroom or over sized lifters allowed.
7. No factory high performance cams allowed. Lifts not to exceed .500 lift
8. OEM distributor only.
9. Only 2 barrel Holley 500 CFM 4412
10. Aluminum Intakes allowed. Maximum 1" spacer adapter allowed. Single 2 or 4 barrel carburetor intakes only.
11. Flat top pistons only. No pop-ups allowed. No trick pin height pistons or reversing pistons.

Transmissions

1. Standard transmission must have stock type clutch, pressure plate and flywheel. Must have forward and reverse gears.
2. No trick clutch units or aluminum flywheels. No lightening of flywheels allowed. No automatic flywheels.
3. All manual gear transmissions must have SFI approved explosion proof steel bell housing.
4. Automatic transmissions allowed. Stock torque converter only. No direct drive, lock up, or welded torque converters.

Rear Ends

Stock type rear end must be locked or posi-traction. Pinion angle allowed or 9 inch ford ok. full floater ok.. all steel parts only, hubs, drive plates, axels, spool must be steel. full or mini spool only. lower trailing arms must be same length and mounted at same height. no gun drilled axels.

Tires and Wheels

1. Tires are Hoosier A-40
2. Steel wheels with 1" lug nuts.
3. Conventional unaltered rims only.
4. **No tire soaking/and or treating in any class. Any driver/owner/crew member found to have used, or brought, any tire soaking chemicals onto SRW property will be asked to leave the property and will be subject to fine and or suspension.**

Fuel and Fuel Cells

1. One 8 gallon fuel cell maximum, must be mounted by at least two steel straps, 2" wide around fuel cell.2. Fuel cell should be enclosed in metal container and protected by roll cage.
3. Pick up tube or supply not to exit under tank.

Weight - All cars must weigh minimum of 2300 lbs.

Decals - Numbers on both sides and top must be at least 4" thick and 18" high. Trunk lid area(coupe) and back panel (sedan) must remain blank for future or possible promotional sponsors or vintage racing decals.

Safety

1. Helmets (Snell approved), fire suits, fire extinguishers, scatter shields, and five point safety harness must be mounted securely to roll cage
2. Brakes must work on all four wheels, one stock master cylinder only. Can use disc on rear, stock metric calipers. No brake bypass or adjustable proportional valves. No floating brakes.
3. Exhaust should be mounted in a fashion to direct spent gasses away from area such as cockpit of vehicle and areas of possible fuel spillage.
4. Batteries must be securely mounted and shielded and contained separately from fuel cell.
5. Kill switch required within easy reach of driver. This switch must be marked "ON" an "OFF".
6. Drive shaft tubes or hoops mandatory. Drive shaft must be painted white with car numbers on it.
7. Bumpers, front and rear, and nerf bars required. Nerf bars must not extend past the width of tires, nor have any sharp edges. Front and rear bumpers, at center must be 16" , plus or minus 1" , from the ground. Bumpers no wider than the width of the tires. Bumpers, front and rear, no further than 12" from the body or grill.
8. Loose objects and/or weights must not be in driver's compartment or outside of body or hood area. Any weights added to other areas of the vehicle must be securely mounted and painted white and have a car number on it.
9. All cars must be able to crank with own power.

Protests - same as all other classes.

Lead

Weight must be securely mounted to the car's frame or roll cage. The lead must be painted white and have the car's number legibly and visibly painted on it. The lead must be secured with at least two 1/2" bolts.