

602 SPORTSMAN GRAND NATIONALS - RULES



DATES: October 10, 11, & 12 (rain date 10/13)

Speedway Address: 83 Floodgate Rd Swedesboro NJ 08085

Speedway Phone: 610-780-2290

Speedway Website: www.bridgeportmotorsportspark.com (under "Event Info")

Car Entry Fee: Pre Entry = \$100 (prior to September 15, 2024) or \$200 (September 16, 2024 – October 11, 2024)

DRIVER RULES: This event is meant for 602 Sportsman Drivers. **Driver must be a 602 Sportsman Competitor at a weekly track or series.** This does not mean you can go start racing a 602 Sportsman and be eligible. You can be a competitor from a "lower" division. All drivers subject to Bridgeport Officials approval.

TECH: We will have RUSH officials on hand to thoroughly go through engines on Qualifying Night and Main Event Night. Be prepared for thorough tech!

Engine Rules: GM Crate 602 engines only. Engines must remain in stock condition. **Must be factory sealed by GM or by one of the following APPROVED ORGANIZATIONS, RUSH, DIRT, or IMCA.** If you have a different primary seal other than the 4 listed, you must get approved prior to October 4, 2024. Tampering with seals will result in an automatic full engine inspection at the owner's cost. All internal parts must remain stock (see: "Valve Springs" below). Event Officials have the right to perform any tests including but not specific to rocker arms, pushrod and valve spring inspection, tests of cubic inch, compression ratio and Cam Doctor. Any engine competing in this "602 Sportsman Grand Nationals" event is subject to further testing and confiscation by Event Officials.

Valve Springs: Any factory appearing Valve Spring is permitted so long as the Valve Spring remains under 1.250 OD. No additional tolerance will be permitted.

Tires:

Right-Rear: American Racer 48 compound or harder

Left-Rear: American Racer 44 compound or harder

Right-Front: American Racer 44 compound or harder

Left-Front: Any American Racer Modified tire

**Any track or series stamp is permitted. No specialty or block-tread tires. No softening or chemically altering of tires. *Durometer readings will be taken after all events. Outliers are subject to laboratory testing.*

No Drag Rubber

The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and or the introduction of tread 'softener' and/or the physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to

have altered their tires appropriate penalties will be issued by Tech Official. Tires may be protested by another competitor following the protest rules.

Durometer Tires

- a. We can durometer tires at any time
- b. We can enter your trailer and durometer any tire at any time
- c. We can require you to dismount a tire for us to look at the inside
- d. We can check tires in any manner we choose
- e. We are allowed to take a complete tire for inspection
- f. We are allowed to request to have a section of tire cut and given to us for inspection.
- g. Our Durometer stands.

- h. Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "Chain of Custody" process will be outlined with the competitor upon inspection of the tires.

Heating of the tires by torch, blanket, heating device(s), exhaust system and/or any other method will not be permitted.

Inner liners of any type will not be permitted.

A tire durometer may be used during the tire inspection process, provided baseline tire(s) have been read at the event prior to inspection.

1. CARBURETOR

- A. One 4--barrel carburetor only. Holley 650, 650 HP, 750, 750 HP. All carburetors MUST pass Bridgeport Motorsports Park tech gauges. If you would like your carburetor checked at any time. Please contact head of tech.
- B. NO XP carburetors
- C. Carburetor must remain completely stock.
- D. All 650 carburetors. No adjustable boosters. (no cutting or polishing).
- E. All 750 carburetors, boosters must remain in stock positions. (no cutting or polishing).
- F. No visible modifications without disassembly.
- G. Go/no--go gauge measurements valid on hot or cold carburetor.
- H. Carburetor maximum height to be 7 inches measured from the top of the carburetor bowl using a straight edge from the bowl to the No. 3 or No. 4 runner of the intake manifold.
- I. Carburetor modifications permitted are listed below. Any other modification not mentioned is not legal.
- J. Holes drilled in the throttle plates for proper idling.
- K. Drilling, tapping, and plugging of unused vacuum ports.
- L. Welding of throttle shaft to linkage arm.
- M. Drilling of idle or high-speed air correction jets.
- N. Milling of center carburetor body metering block surface, a maximum of .015 inch on each side.
- O. Removal of choke plate and shaft.
- P. The jets may be changed as needed.

2. Ignition

- A. Stock OEM (Original Equipment Manufactured) distributors only are permitted. Vacuum advance can be removed. Rev box must be under hood. **Black wire grounded to motor only. All wiring must remain within engine compartment out of reach of driver.**
- B. Coils must be stock appearing. All wiring to rev box must be exposed for viewing. No trigger ignition.
- C. On H.E.I. ignition systems, the coils must remain in the distributor.
- D. **When hood is removed, rev box must be in clear view. No cover over motor.**
- E. Only an unaltered MSD/DIRT rev limiter part number 8727CT with a DIRT 6200 chip is required.
- F. Only one MSD/DIRT rev limiter per car installed under the hood, out of reach of the seated driver is permitted.
- G. OEM firing order must be retained. Chevy 18436572
- H. The use of aftermarket heavy duty replacement coil and control module both mounted in stock location as permitted.

3. Lubrication System

- A. No dry sump system is permitted.
- B. The oil must be in a steel pan only.
- C. No external oil pumps or Accu-sumps are permitted.
- D. No form of engine evacuation system by internal or external driver pumps or by connection between exhaust system and valve covers, intake manifold, or oil pan is permitted.
- E. Oil coolers will be permitted providing they are mounted under the hood or the left side wing only. If under the wing a shield or scoop must be made for driver protection.

4. Water Pumps

- A. **The water pump must be cast iron or aluminum only.**
- B. No electric cooling fans or pumps are permitted.

5. Fuel

- A. NO OXYGENATED FUEL.
- B. No top lubes, performance enhancement additives, or any other kind of additives are permitted.
- C. All fuels are subject to random testing at each event.
- D. No cool cans or fuel cooling devices of any kind are permitted.
- E. Fuel pumps must remain in and be driven as stock OEM equipment.
- F. Fuel must pass smell test

6. WEIGHT REQUIREMENTS

Crate must weigh 2350 lbs. with driver, immediately following the event

6. Weight / Ballast

A. All cars will be weighed with the driver seated in the car. The minimum weight permitted before and/or after an on-track event will be measured by the track scales. The track scales will be the official scales. All drivers may check their weight prior to the events start time, only one time. Once evening program starts, driver can only use scales when required. The number of cars to be weighed after an event will be announced at the driver's meeting and/or on the one-way radio. If a car is signaled to go to the scales in any fashion and does not report to the scales at the appropriate time, that car may be disqualified from the event. Any car that is found to be light following a qualifying event will be disqualified from that particular race and may make the necessary adjustments and represent themselves for that car's assigned consolation event. If a car is found to be light after the feature event, that car will be disqualified from the event.

a. All cars must weigh 2350 lbs. with driver, immediately following the event

B. Ballast and/or weight may not be mounted to the roll cage above the rear deck.

C. All added weight(s) must be securely attached to the frame below the body decking.

D. Frame is defined as the steel welded structure only.

E. Any part that moves or is not a fixed component to the steel frame structure may not be used for any weight attachment.

F. Weights attached to the rear bumper and/or outside the frame in any way will not be permitted.

Transmission/Driveline and Driveline Components

A. Only approved North American and/or Canadian manufactured manual shift transmissions will be permitted. Automatic and/or automatic-type transmissions will not be permitted.

B. Overdrive and/or under-drive transmissions will not be permitted.

C. Running through reduction gears will not be permitted. The transmission must be direct drive to the rear end.

D. The transmission must have working gears. Forward, neutral and reverse must be working. From the neutral position and with the motor running, the car must be able to go forward and/or a backward in a smooth manner. The car must start and move under its own power.

E. The transmission must bolt to the bell housing.

F. Driveline components made of carbon fiber, titanium and/or other materials (considered exotic) will not be permitted.

G. A maximum of two (2) universal joints per driveline will be permitted. No CV Joints allowed.

Driveshaft

- A. Only one (1) drive shaft connected from the transmission to the center section of the rear end will be permitted.
- B. Two (2) driveshaft hoops / rings a minimum ¼"-inch thick x 2"-inch wide magnetic steel must be positively fastened by two (2) 3/8"-inch grade 5 bolts to the frame and/or torque arm side plates installed around each universal joint.
- C. The drive shaft must have some type of drive shaft cover/shield. Cars with open drive shafts must have a drive shaft tunnel a minimum of 1/8"-inch thick by 6" wide magnetic steel extending from 2"-inches under the front edge of the seat and up the back of the seat 4" covering the transmission, drive shaft and the universal joint(s) and output flange on top and both sides. The tunnel must extend down to the floorboards. The cover must be positively fastened with a minimum of four (4) 3/8"-inch diameter bolts at the bottom connected to a cross-member. The cover must be a solid unit with no cuts and/or holes and/or removed material for the purpose of weight reduction. The only hole may be for the gear shift control.
- D. Closed drive type cars, torque tubes and/or bells that already have a 360-degree cover from the universal joint back to the seat will be permitted.
- E. Carbon fiber, titanium, and/or other materials (considered exotic) will not be permitted anywhere in the car.

Engine Cooling System/Radiator

- A. Only one (1) radiator will be permitted. The minimum width of the radiator will be 20"-inches when measured from the outside edge(s) of the radiator. The radiator must be mounted vertically in front of the engine. The minimum height of the radiator must be 22"-inches when measured from the bottom of the frame rail vertically and may incorporate the oil cooler to achieve the vertical height. Radiators mounted on an angle will not be permitted. Plastic and/or carbon fiber radiators will not be permitted.
- B. Plastic and/or carbon fiber radiators will not be permitted.
- C. Auxiliary cooling tanks and/or overflow cans and/or canisters will not be permitted in the cockpit.
- D. The cooling fan for the radiator must be mounted in the stock OEM location on the front of the water pump. Fans mounted to the crankshaft will not be permitted. Electric fans and/or water pumps will not be permitted. No flex style fans allowed.

Rear End

- A. Only Quick-Change type rear ends will be permitted.
- B. Hypoid-type and/or Nine (9") Ford-type and/or limited slip-type and/or lockers and/or two speed rear ends will not be permitted. Non-Quick-Change Rear Ends not permitted
- C. Only aluminum and/or magnetic steel spools will be permitted.

- D. Only steel and/or aluminum rear spindles will be permitted. If the rear spindle is machined from aluminum it must be a one-piece tube and spindle with a minimum outside diameter 2-7/8" and a maximum 2-1/2" inside diameter.
- E. Live rear ends with aluminum tubes will be permitted. All others must be approved.
- F. Carbon fiber, titanium and/or other materials (considered exotic) for any rear end component will not be permitted. Tungsten or any other exotic metal are not permitted, in any form.
- G. A maximum rear end offset of 4"-inches from the center of the inside tire width when measured from the inside of the left rear tire to the inside of the right rear tire at axle height. Refer to the drawing at the back of this rule book.
- H. Aluminum rear end tubes only, with a maximum wall thickness of .410". Outer diameter cannot exceed 3".
- I. Outer collars (other than to attach bridge cage) are not permitted. Droop chain bracket may be steel, excessively thick or enlarged brackets of any type are not permitted. All other brackets must be aluminum.
- J. Drive Axles must not exceed 1.600" diameter and must be made of steel only. No tungsten. Inserts to be slid inside of tubes, made of any material, are not permitted.
- K. Ballast inside, attached to, or machined into hubs are not permitted. Maximum hub 10 lbs.

Fuel, Fuel Cells and Fuel System

- A. Except as set forth in number e-2 (directly below), vehicles using a self-contained fuel cell with an inner bladder shall bolt the self-contained fuel cell to the frame of the vehicle utilizing an "X" type framework under the cell. At least three 1" metal straps, 1/4" thick shall be bolted to the frame of the vehicle by at least two 3/8" three-line bolts and angled to go entirely around the cell, except for the bottom, so as to apply maximum pressure against the frame.
- B. Units not utilizing an "X" type frame shall have four 1" metal straps, 1/4" thick, bolted to the frame of the vehicle by at least two 3/8" three-line bolts and angled to go entirely around the cell to apply maximum pressure against the tank to the frame.
- C. All fuel cells must be grounded.
- D. **E- I are another option as stated by DIRT**
- E. **Either meets FT3 or SFI 28.3 requirements and/or Include: a metal container, bladder, foam, top bolted fuel valve plate with flop valve or roll over check valve, threaded cap, steel rack or minimum two straps each way.** The fuel cell must have a maximum capacity of 24 US gallons and must remain in a rectangle and/or square shape for measuring and calculating capacity. The fuel cell must be mounted securely in its container and centered between the frame rails. Pressure tanks on fuel systems will not be permitted. Auxiliary fuel tanks will not be permitted. No dry ice or any other cooling agents will be allowed on the motor during competition. Fuel coolers of any type will not be permitted. **A clearly marked fuel shut off valve,**

labeled On and Off, must be mounted within reach of the driver. It must be labeled with the word(s) "Fuel Shut Off". Refer to the drawing in the drawing section of this rule book.

- F. The maximum capacity of the fuel when measured empty and/or dry will be measured in cubic inches utilizing the standard formula of length (minus ½"-inch) x width (minus ½"-inch) x depth (minus ½"-inch) will be 5,660 cubic inches.
- G. The foam in the fuel cell must remain unaltered. A minimal cut in the foam will be permitted in the shape of a square or a rectangle. The cut may be no more than 1,000 square inches. The foam must retain the factory cut.
- H. The fuel cell must be enclosed completely in a rectangle and/or square container that is a minimum thickness of 20-gauge magnetic steel. An aluminum container may be used as an option and must be a minimum of .060"-inch in thickness. On the bottom of the fuel cell, a piece of .090-gauge material (aluminum and/or magnetic steel – in addition to the existing container) must be used at the bottom of the fuel cell container to prevent bowing and/or deflection. The .090-gauge material must have an inspection hole drilled near the center of the piece to measure the thickness of the material. A 1"-inch x 1"-inch x .0625"-inch thick magnetic steel square tubing rack must be fabricated on the top, front and rear sides of the fuel cell container. The square tubing must be a minimum of 5"- inches from the outside edge of the fuel cell on either side. The rack may be fastened to the bottom of the fuel cell can utilizing a piece of magnetic steel angle material that is a minimum of 1"-inch x 1"-inch with a minimum material thickness of .065"-inch magnetic angle steel that is on all four (4) sides of the container. Drilling multiple holes and/or any attempt to lighten any piece within the fuel cell container and/or rack will not be permitted. The measurements taken in regard to the fuel cell container will be measured on an inside-to-inside basis. A tolerance for material thickness will be calculated and permitted for dimensions; however there will be no tolerance for expansion and/or containers that are larger than the minimum.

Exhaust - Muffler and Sound Reduction Devices

- A. Each car must have one (1) unaltered muffler per exhaust.
- B. The exhaust must exit past the driver and the exhaust must flow toward the rear of the car in an upward manner away from the racing surface. Exhaust systems that face the outside of the car will not be permitted.
- C. Each muffler must have a tail pipe that is a minimum of 10"-inches long when measured off the rear edge of the muffler. **Complete exhaust system must be welded or bolted; no band clamps allowed.**
- D. Cross-over and/or the joining of exhaust systems from side-to-side will not be permitted.

- E. Any manufacturer of exhaust header is permitted, but the header material must be magnetic steel and/or stainless steel. **No header wrap allowed anywhere in the exhaust system.**
- F. The permitted mufflers include: Dynomax part number: 17224, 17539 and 17628; Extreme Muffler part number(s): 31530, 31535, 31230, 31235, 30830 or 30835; Beyea part number(s): MUF3DL and MUF3.5DL. Henry's DMMS3, DMMS3.5, DMMS4.
- G. Mufflers must meet local decibel ordinances or will need to be replaced with adequate ones. Tech Official's ruling on decibel levels is final.

Traction Control Devices

- A. All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.
- B. Adjustable ping control devices, dial a chip controls, timing controls and/or automated throttle controls will not be permitted.
- C. Adjustable restrictor plates will not be permitted.
- D. Remote control components of any-type will not be permitted.
- E. Radios and/or devices for transmitting voice and/or data will not be permitted, unless otherwise authorized prior to any event.
- F. Data acquisition systems will not be permitted.

Chassis/Frame

- A. All frames must be fabricated utilizing 2"x4" rectangular magnetic steel tubing with a .120" wall thickness. Only 2"x4" rectangular box frames between the front and rear axle centers will be permitted. The 4"-inch side of the rectangular tubing must remain in the vertical position. For the purpose of inspection one 3/16" diameter hole may be drilled in each frame rail. Other holes will not be permitted. Round tubing must be either 1-1/2" outside diameter (if used for main hoop must be .125") and/or 1-3/4" outside diameter with wall thickness of .095"-inches.
- B. Frame width will be as follows; At the front shock towers a minimum 24" and a maximum of 35"-inches. Rear of the car is a minimum of 26" with a maximum of 35"-inches. The minimum frame width at the rear roll bar must be 26"-inches. All measurements will be taken from the outside of the frame rails, at the top and bottom of the frame rails and its longest length. Clips, sub-frames, etc., will be considered a part of the frame.
- C. The minimum length of the 2"x4" frame rails begins 14"-inches in front of the centerline of the rear axle and extends to the front of the radiator. The left and right rails (both top and bottom) must be equal in distance from the driveline centerline along the total length of the frame. Offset frame rails will not be permitted. A maximum 4"-inch indent in the lower left rear frame rail for suspension clearance will be permitted. The two (2) upper frame rails in the engine compartment may be altered for engine clearance only.
- D. The kick-ups must meet the same specifications as the roll cage and/or frame material.

- E. Titanium and/or carbon fiber material(s) will not be permitted on the chassis and/or frame.
- F. There must be a minimum of 2-1/2"-inches ground clearance from the chassis at its lowest point.
- G. Ground effects will not be permitted.

Seat Location and Mounting in Frame

- A. The seat and steering wheel must be centered in the frame. Offset mounting of the seat and/or steering wheel will not be permitted.
- B. The bottom rear of the seat must be a maximum of 16"-inches from the centerline of the rear axle. Refer to the drawing at the back of this rule book.

Shocks

- A. No remote canister shocks. Shocks can be adjustable but all knobs or clickers may NOT be accessible while mounted on the car. Must remove shock from race car to change the compression/rebound and/or bleeds. The only adjustment allowed with the shock mounted on the car is gas pressure through a Schrader valve. All shocks must be on the open market and available for purchase. One shock per corner, ONLY.
- B. All shocks MUST be Steel or Aluminum. NO exotic materials.

Transponder Requirements

Minimum 24" back from center line of rear axle tube and 12" to 18" from ground to lead edge (see BB rules).

General

No titanium or carbon fiber.

In-car adjustments Brake bias and Rear pan hard adjustments are allowed. No other in-car adjustment allowed

Body

BODY STYLE AND DIMENSIONS

ALL MEASUREMENTS WILL BE TAKEN WITH DRIVER AND/ OR WITH OR WITH OUT FUEL. TOLERANCE PERMITTED ON ALL BODY DIMENSIONS IS MAXIMUM OF +/- (PLUS OR MINUS) 1/2"-INCH (ONE-HALF INCH). THIS IS A TOLERANCE, NOT A DIMENSION THAT IS INTENDED TO BE ADDED TO THE BODY DIMENSIONS.

17.7.1 – General Body

- A. Mirrors and/or reflective devices will not be permitted.
- B. Super DIRTcar and/or DIRTcar Series Officials reserve the right to request body and/or sheet metal to be replaced and/or painted if it has any sharp edges and/or does not appear presentable. Presentable is at the discretion of the Series Official.

- C. The maximum rear spoiler height, regardless of ride height, may not exceed 50"-inches. The rear spoiler must be able to provide the driver following a view of the track ahead.
- D. A full magnetic steel windscreen and/or rock guard is required. The windscreen and/or rock guard must have an individual hole opening of 2" x 1" with a minimum of 1/16" thickness. Chicken wire type and/or aluminum screens will not be permitted. The windscreen and/or rock guard must cover the entire windshield area across the front of the roll cage and from the top of the roll cage down to the base of the cowl and/or hood. In addition clear lexan-type and/or safety glass windshields will be permitted. If the lexan and/or safety glass is utilized it must be shatterproof and mounted behind the windscreen and/or rock guard. Any additional windshield must not obstruct the driver's exit of the vehicle.
- E. The minimum size opening for the side windows will be 12"-inches in height by 18"-inches in width by 30"-inches in depth. A rectangular box, matching these dimensions may be used to pass through the car from one side window through to the other.

17.7.2 – Body Material

- A. Only magnetic steel and/or aluminum will be permitted for all inner and outer body panels.
- B. Vertical material (plastic and/or rubber-type), with a material thickness between .090"-to-.125"-inch and a minimum height of 8"-inches from the bottom of the quarter panel will be permitted, provided both doors and/or quarter panels maintain the same length and height with or without the plastic (symmetrical). An overlap of two (2") inches to secure the door(s) extensions will be permitted. The door(s) must maintain a minimum of six (6") inches of ground clearance including the additional material extending below the metal body. The overall dimensions of the door(s) and extensions must meet the specifications.
- C. Only a single piece fiberglass roof will be permitted.
- D. Only fiberglass and/or aluminum hood, hood scoop, windshield cowl, rear interior tire clearance cover will be permitted
- E. Only clear lexan will be permitted for the rear spoiler and rear wing windows. Decals and/or lettering will not be permitted on the rear spoiler and/or rear wing windows.

17.7.3 – Roof

- A. A one-piece fiberglass roof, single ply, one contour inside and out will be permitted. Carbon fiber and/or any other composite type materials will not be permitted. All roll bars must remain exposed. Vertical material of any type used to mount the roof that may cover the roll bar will not be permitted. The roof must weigh a minimum of 10 lbs.
- B. The roof must be centered from side-to-side on the roll cage and on the frame. Offset bodies will not be permitted. The leading edge of the roof must be positively fastened in a stationary position a minimum of 33"-inches and a maximum of 48"-

inches in front of the rear axle centerline. The roof must be securely and positively fastened on all sides.

- C. The minimum length of the roof is 47"-inches with a maximum of 60"-inches. The minimum width of the roof is 48"-inches with a maximum of 52"-inches. The roof must be of the turtleback style and shape with a minimum of $\frac{3}{4}$ "-inch belly from front-to-rear and $\frac{3}{4}$ "-inch from side-to-side. The roof -contour must fit the DIRTcar roof template patterns. The maximum front lip must be $\frac{1}{2}$ "-inch. The maximum side edge(s) must be 1-1/8"-inch break. Refer to drawing on page 86 and 88.
- D. Changes to the shape and/or location of the roof at any time during competition will not be permitted.
- E. The maximum overall height of the car is 62"-inches with a minimum of 53"-inches measured from the ground.
- F. The maximum roof angle is 6 degrees when measured with the DIRTcar gauge. (See reference drawing).
- G. Any proposed roof design that deviates from the preceding rules must be submitted to DIRTcar for approval and approved before being presented for competition.

17.7.4 – Front Door Posts

- A. Only a one (1) piece magnetic steel and/or aluminum front door posts and/or 'A'-pillars a minimum of .050"-inches with a maximum of .090"-inches will be permitted. The front door posts must be securely mounted to the roof and to the door(s). The side of the front door post must measure a minimum and maximum of 2"-inches. The front door post may be bead rolled and/or have a lip and/or flange for re-enforcement, but the re-enforcement must not exceed a maximum 3/8"-inch in width.
- B. The door post may be fastened with a minimum of two (2) 3/16"-inch bolts to the door bracket for ease of fabrication. The Door post must not extend past the vertical plane of the door.
- C. Additional material, air directional devices, lexan vent windows and/or excessive material will not be permitted in the corner of the front door post, where the post meets the door panel.
- D. There will be no tolerance on the front door post measurements.

17.7.5 – Rear Wing Windows / Side View / Rear View

- A. All rear wing panels and windows must resemble a current production OEM style body. Only manufacture approved rear wing panels and windows will be permitted for competition. Any non-manufacture rear wing panel must resemble and/or meet the criteria as the submitted rear wing panels and/or windows. Any rear wing panel that is submitted for competition must not exceed 815 square-inches in total area. *All rear wing panels must be submitted for approval prior to introduction into competition.*
- B. The upper profile must not extend above a straight line projected from the rear of the roof to a point 3"-inches higher than the rear deck. A minimum 2"-inch indent in

the profile, so as not to make the panel a fast back is mandatory. (Please refer to the drawing and photographs)

- C. The maximum base length will be 61"-inches. The left and right must be of the same style and dimensions (symmetrical). (See example of Body Style Drawing)
- D. All rear wing(s) must have an opera-type window. The window must be lexan. Bends or breaks in the Lexan area of the window will not be permitted.
- E. Only one break as a change in body line/contour will be permitted in the rear window panel.
- F. Decals and/or lettering will not be permitted on the rear windows.
- G. The rear view of the wing window must go in a straight line from the top of the quarter panel (tangent) or bodyline to the roof with a maximum gradual bow of 2"-inches in the center of the wing window.
- H. Flanges and or additional material added to the rear window panel for the purpose of directing air flow will not be permitted.

17.7.6 – Body Width and Ground Clearance

- A. The body width, when measured at any point along the body line from front-to-back will be a maximum of 68"-inches and a minimum of 64"-inches.
- B. A minimum chassis ground clearance of 2 ½"-inches will be permitted.
- C. Fan and/or ground-effect cars will not be permitted.
- D. Rubber skirts, fins, air directional devices and/or spoilers of any type under the car will not be permitted. A 2" inch maximum air deflector in front of the radiator for engine cooling will be permitted.

17.7.7 – Door Panels

- A. The side door panel(s) will be a maximum of 86" inches and a minimum of 60"-inches in front of the centerline of the rear axle when measured along the top plane. The door(s), front door extensions and rear quarter panels must be flat and mounted in a vertical position. They must remain flat. Flanges at a 90 degree angle may be added to the front of the doors. The flange may only be added for the purpose of strengthening the door material The flange must not exceed ¾"-inch in length or width and must be mounted in a vertical position. Door flanges must face inward toward the centerline of the chassis. Louvers, bead rolls holes and/or protrusions from top-to-bottom will not be permitted. Holes will be permitted for rub rails/nerf bars. A maximum 1"-inch long lip/flange at a 45 degree outward angle ½"-inch away from the sheet metal for reinforcement will be permitted at the top and bottom of the door(s) panels. All outside sheet metal, door panels, door extensions, air dams, front nose and/or hood fins must be the same shape, size and angle on both sides of the car. The door(s) must match each other from side-to-side (symmetrical). Air directional devices and/or side mounted spoilers of any type, which extend past the outside edge of the flat plane of the body will not be permitted.
- B. Bead rolls around the outside perimeter of the door panels and the wing windows will be allowed. Bead rolled edges must face toward the center of the chassis.

- C. The top of the door when measured from the ground will be a maximum of 38" and a minimum of 30"-inches when measured 60"-inches from the rear axle centerline. The rear of the door when measured from the ground will be a maximum of 42"-inches to the top of the door when measured 16"-inches from the center of the rear axle centerline of the rear forward.
- D. The ground clearance on the bottom of the doors must maintain a maximum of 12"-inches and a minimum of 6"-inches from the ground.
- E. A maximum lip and/or flange of 1-1/2"-inches rounded at 90 degrees and facing inward only, on the top and bottom door(s) and rear quarter panel(s) will be permitted.
- F. A lip and/or flange angled out at a maximum angle of 45 degrees, extending away from the door at a maximum of 1/2"-inch and a maximum of 1"-inch in length before it bends inward for strength at the top of the door(s) and/or rear quarter panel(s) will be permitted.

17.7.8 – Rear Quarter Panels

- A. The rear quarter panels must be symmetrical in height, with or without plastic.
- B. The rear quarter panels must be a maximum of 47"-inches and a minimum of 40"-inches from the ground at the rear and continue in a straight line with the top of the door. (See drawing.)
- C. A maximum 2"-inch fender flare may be used, but the overall body width must maintain a maximum of 68"-inches.
- D. The rear quarter panels may extend rearward a maximum of 48"-inches when measured along the top plane of the rear quarter panel and a minimum of 44"-inches at the bottom when measured from the center of the rear axle to the rear of the car.
- E. A maximum of 16"-inches and a minimum of 8"-inches of ground clearance (when measured from the ground to the bottom of the rear quarter) will be permitted.
- F. The plastic / rubber material utilized on the rear of the car may extend a maximum of 16"-inches from the ground to a minimum of 8"-inches from the ground on either side of the car (symmetrical).
- G. The panels may have one side plastic on one (1) side only provided the panel remains completely symmetrical.
- H. Flanges at a 90 degree angle may be added to the Rear Quarter Panels. The flange may only be added for the purpose of strengthening the Rear Quarter Panel. The flange must not exceed 3/4"-inch in length or width and must be mounted in a vertical position. Rear Quarter Panel flanges must face inward toward the centerline of the chassis. Air directional devices and/or side mounted spoilers of any type, which extend past the outside edge of the flat plane of the body will not be permitted.

17.7.9 – Rear Spoiler

- A. A one piece, clear Lexan spoiler with a maximum height of 5"-inches from the rear deck will be permitted. Lettering and/or decals will not be permitted.

- B. The rear spoiler must be non-adjustable from the cockpit and/or during racing conditions. Hinges, adjuster(s), slides and/or any other adjusting type device will not be permitted.
- C. Metal gurney and/or table and/or flanges and/or lips will not be permitted.
- D. A brake and/or bend on the top of the Lexan spoiler will be permitted for reinforcement. Maximum 1" lip.
- E. The maximum overall height of the spoiler when measured from the ground must not exceed 50"-inches.
- F. A maximum of four (4) of vertical supports (a maximum of 2"-inches in vertical height and 10"-inches in length) for the purpose of fastening the spoiler to the rear deck will be permitted.

17.7.10 – Rear Deck

- A. The maximum height of the rear deck when measured from the ground will be 47"-inches and a minimum of 40"-inches.
- B. The rear deck lid must be fully enclosed from side-to-side and have a maximum height of 14"-inches and a minimum 9"-inches, vertically behind the fuel tank.
- C. The left and right rear trunk lids must be symmetrical in size and shape and must remain flat to cover the fuel filler hose and apparatus. The panel must completely cover the fuel cell, the fuel filler hoses and the vent lines.
- D. The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell.
- E. The fuel cell must have both sides completely covered in sheet metal in addition the container it is enclosed in. Openings of any type will not be permitted.
- F. Openings from the top of the fuel cell to the bottom of the trunk lid will not be permitted.
- G. All vent line nozzles used for the purpose of a catch must be mounted on the left side of the quarter panel.
- H. Crew members will not be permitted behind the car during a pit stop with refueling.

17.7.11 – Hood, Nose and Front Spoiler

- A. The maximum width for the hood, nose and front spoiler will be 36"-inches with a minimum width of 24"-inches. Louvers will be permitted on the sides of the hood.
- B. The nose-piece must not extend rearward of the front shock towers.
- C. The front spoiler must be a separate piece.
- D. Shock absorber covers and/or deflectors must not be a part of the nose or the spoiler and/or positively fastened to the nose in any fashion exceeding the 36"-inch maximum width.
- E. Fabric material shock absorber covers will be permitted. The covers must not be used to achieve any aerodynamic advantage and/or to deflect air in a positive manner.

- F. The maximum the spoiler may extend in front of the front axle centerline will be 20"-inches.
- G. The front spoiler must be non-adjustable (hinges and/or sliders will not be permitted).
- H. The hood shall be considered from the front roll cage to on top and in-line with the front of the radiator.
- I. The hood and nose may have a maximum lip and/or flange of 2"-inches on both sides following the contour of the body. They must remain symmetrical.
- J. The hood and nose be centered on the centerline of the frame.
- K. The hood, nose and/or spoiler must not overlap each other's location on the frame.
- L. Any part of the hood must not exceed 10 degrees and the sheet metal must not have an opening and/or extrusion between the hood and the nose.
- M. The hood must extend over the radiator and have complete sides.
- N. The front spoiler may have a lip and/or flange a maximum 2"-inches on both sides following the contour of the spoiler not exceeding the maximum width of 36"-inches. The front spoiler may be offset 1"-inch from the centerline of the frame to the right or the left. One 2" high wicker bill may be added horizontally to spoiler in front of shock towers.

17.7.12 – Hood Scoop

- A. The hood must be fully enclosed.
- B. There are two (2) types of hood scoops that can be mounted on top of the hood for the purpose of enclosing the carburetor and/or ram air. Ram Air will be permitted providing they meet the following specifications in this section.
- C. The ram air scoop: A maximum 30"-inch length when measured from the rear motor plate to the front of the hood scoop will be permitted. A maximum width of 18"-inches will be permitted. The maximum 6"-inch front vertical opening at the beginning of the scoop will be permitted. A minimum of 8"-inches will be required from the highest point on the hood scoop to the lowest point on the front of the front of the roll cage and/or the roof. The hood scoop must be positively fastened to the hood and completely enclose the carburetor and the air filter.
- D. The conventional air scoop (non-ram air): A maximum of 25"-inches is permitted from the center of the carburetor forward to the end of the hood scoop. A maximum width of 22"-inches will be permitted. A minimum of 8"-inches will be required from the highest point on the hood scoop to the lowest point on the front of the front of the roll cage and/or the roof. The hood scoop must be positively fastened to the hood and completely enclose the carburetor and the air filter.

17.7.13 – Interior Sheet Metal

- A. All horizontal body support(s) other than the inner pods, whether in the front and/or rear must be a minimum of 1" x 1" .095"-inch thick tubing or 1"-inch flat stock a minimum of .125"-inch thick..
- B. Inside and/or outside wings, spoilers, air foils and/or wind deflectors will not be permitted.

- C. Double panels and/or sheet metal that is designed to create a wing effect will not be permitted.
- D. A maximum 1"-inch reinforced flange will be permitted on all lexan, however, all specified measurements must be retained.
- E. All interior sheet metal must completely cover all interior areas, door-to-door, quarter panel-to-quarter panel. Holes and/or openings will not be permitted in this area.
- F. Front and rear firewalls are required. The front firewall must isolate the cockpit from the engine compartment. The rear firewall must extend from the top of the fuel cell to the belly pan to isolate the cockpit from the fuel cell. The firewall must be a minimum of .050"-inch thick aluminum and/or magnetic steel. The firewall may be altered and/or cut for drive shaft clearance.
- G. Vertical fins, air dams and/or fairings on either side, behind the roll cage will not be permitted.
- H. All sheet metal must be a flat single plane across the interior of the car. Two (2) bead rolls or breaks for the purpose of strengthening will be permitted. The maximum bead roll and/or break permitted will be 1/8"-inch in height and 1/2"-inch in width.
- I. Covered roll bars will not be permitted. Sheet metal that is one-piece and/or part of a body panel formed around tubing that is not considered an aerodynamic advantage will be permitted, provided there is no excess sheet metal.
- J. Louvers will be permitted for cooling purposes only, including the radiator, engine and/or working oil cooler. Louvers and/or holes in the interior or exterior sheet metal will not be permitted.
- K. The floor and/or belly-pan may not be any wider than the frame at any point. Lips, fins and/or air directional devices on the floor and/or belly pan will not be permitted. Louvers for the purpose of cooling will be permitted on the belly pan from the radiator to the firewall. The under pan must not extend in length past the rear of the seat and exceed the width of the frame rails of the car and must be a maximum of .090"-inches in material thickness.
- L. Only aluminum belly pans will be permitted. Panels under the rear and and/or the fuel tank will not be permitted.

17.7.14 – Driver Compartment

- A. A full metal firewall fabricated from magnetic steel and/or aluminum must encompass the driver's compartment from front-to-rear, on both sides and floor boards.

Containment Seats

Seats must be "Full Containment" style constructed of aluminum to the general design specifications of current industry standards (SFI 39.2). Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam. Consult with your seat manufacturer for questions and recommendations regarding your seat safety system.

- A. Seats manufactured using carbon fiber or composite materials must meet SFI 39.2 specifications.
- B. Up-fitting an existing seat with bolt-on kits will be permitted with a seat manufacturer-produced kit and an acceptable base seat approved by the seat manufacturer. Consult with your seat manufacturer for recommendations regarding your current seat. If Left Head Surround does not exceed 7 inches from the back of the headrest, a left side seat net meeting SFI specifications is required.
- C. The seat design should be one from a current manufacturer and/or recommended to include the full containment design. Installation of the full containment seat should follow the manufacturer's instructions.
- D. All cars must be equipped with a quick-release type steering wheel.
- E. The driver compartment must have a starting switch and/or button within reach of the driver.
- F. A clearly labeled electrical on/off 'kill' switch must be within reach of the driver and must shut off motor when in the off position.
- G. Mirrors of any-type will not be permitted.
- H. **Radios and/or electronic and/or data communication devices will not be permitted.**
- I. Any edge and/or sheet metal end in and around the driver compartment must be protected with trim and/or beading and rounded. Sharp and protruding edges will not be permitted.
- J. A substantial rock guard with a minimum of three (3) additional bars must be mounted in front of the driver. The rock guard must be made from wire screen. Windshield screens must be a minimum of .090-inches and must be securely fastened.
- K. Fuel and/or power steering lines and/or fittings running through the driver's compartment must be made from an approved braided type of line. High pressure lines and/or fittings and/or hot fluid lines running through the driver's compartment must be encased and/or must have a shield.
- L. Shoulder guards will allowed on right side of drivers compartment but must be hinged on front edge and attached with Velcro on back edge as to not be mounted solidly.

17.7.15 – Numbers and Identification

- A. The track and/or series Scoring Director reserves the right to issue and/or change a car number to prevent duplication and/or maintain proper records.
- B. Team cars must be clearly identifiable from one another and use another number and/or letter.
- C. All number and letter combinations will be limited to three digits. If three digits are used two (2) shall be the primary numbers/letter.

- D. Number and/or letter combinations are required on the roof, nose, rear deck and both doors.
- E. All numbers and letters must be a minimum of 18"-inches high on the roof and/or doors and 8"-inches high for the rear deck and the nose. All numbers and/or letters must be equal in size and displayed legibly whether decal and/or painted.
- F. The nerf bars must not block the visibility of the number and/or letter combinations.
- G. The letters of the driver's last name must be a minimum of 6"-inches in height and be positioned under, through and/or above number on both sides of the car.

17.7.16 – Bumpers and Side Bars/Nerf Bars

General

- A. All bumpers, side bars/nerf bars and/or bracing must be made from minimum 1-1/2 diameter round .095--inch thick magnetic steel tubing only unless otherwise specified. All edges and/or corners on bumpers and side bars/nerf bars must be rounded. Sharp edges will not be permitted.
- B. The rear bumper and/or any side bars must not extend past the outside of the tire sidewalls on either the left and/or right side of the car.

Front Bumper

- A. Only the front bumpers may be made from minimum 1-1/4 diameter round .095--inch thick magnetic steel tubing.
- B. The front bumper must consist of two (2) horizontal rails; an upper and a lower and a minimum of two (2) vertical braces, equally spaced, welded between the two (2) horizontal rails. The horizontal rails must be positively fastened to the frame with four (4) sockets and/or supports. The front bumper must remain exposed without covering and/or any sheet metal fabrication surrounding it.
- C. The four (4) tubes that support the bumper from the four (4) frame sockets must be horizontal. These rails must be a minimum of 6"-inches and a maximum of 12"-inches apart when measured from the top to the bottom and maintain that measurement for a minimum width of 24" -inches and a maximum width of 30"-inches. The front bumper must also have an 18" -inch center when measured from the ground up to the middle of the bumper. The total width of the front bumper must not exceed 30".
- D. The maximum the front bumper may extend from the centerline of the front axle is 24"-inches and a minimum of 20"-inches.
- E. The front surface of the bumper must remain flat, parallel and perpendicular with the front of the nose piece for the full width of the bumper. V-shaped and/or any other type of shaped bumpers will not be permitted.
- F. The end bracing tube of the front bumper must be fabricated on an angle in such a way as to prevent the bumper of another car becoming interlocked. Please refer to the drawing at the back of this rule book.

Rear Bumper

- A. The rear bumper must consist of two (2) rails, an upper and lower, which must have a minimum of four (4) sockets and horizontal support bars positively attaching it to the frame. The upper and lower rails must also be a minimum of 10"-inches apart and a maximum of 16"-inches apart from the top to the bottom and maintain that measurement for a minimum width of the 64"-inches and a maximum of 86"-inches.
- B. The rear bumper must have an 18"-inch center when measured from the ground to the middle of the bumper.
- C. The maximum the rear bumper may extend back when measured from the centerline of the rear axle is 52"-inches.
- D. The rear surface of the bumper must remain flat and parallel with the back of the rear quarter panel for the full width of the bumper. V-shaped and/or any other type of shaped bumpers will not be permitted.

Rub Rails

- A. Solid rub rails and inner hoops with ballast added inside or outside will not be permitted.
- B. The rub rails must be exposed and outside the body panels. The left side rub rail may extend a maximum of 2"-inches outside the left rear tire sidewall.
- C. The rub rails must be bent with a gentle radius at a 90 degree angle and must protrude a minimum of 6"-inches back in past the body.
- D. The rub rails must be a minimum of 50"-inches long from socket-to-socket
- E. Use of a double rub rail is permitted on left side only.
- F. Only a minimum of 5/16" bolts with Nyloc nuts and/or DIRTcar approved quick release solid pins will be permitted for positively fastening bumpers and rub rails to the car. Cotter pins and/or other fastening devices will not be permitted. Double rub rails will be allowed on Modifieds, 358 and Sportsman on left side only. Single rub rails only allowed on right side.
- G. All bumpers and rub rail sockets must have fasteners, pins and/or bolts with a minimum diameter of 5/16"-inch.
- H. The front and rear rub rails must have a 360 degree sleeve a minimum of 3/8"-inch wide x .095" thick magnetic steel welded to the rub rail tube butted against the support socket to prevent pins from shearing. Refer to the drawing at the back of this rule book.

SPECIAL NOTES FOR ALL COMPETITORS IN THE DIVISION

1. On occasions situations may arise that are not in this rule package, all ruling, and interpretations of rules included here will be made by Bridgeport Owner and/or Head Tech Official. All rulings and interpretations will be deemed final.
2. Bridgeport Motorsports Park is a New Jersey race track we follow New Jersey Motor Vehicle racetrack Regulations. (Chapter 62)