

CRUISER CLASS

Tech Rules:

- Must have race receiver and needs to work
- All four brakes must work or won't race
- Front & rear tow chains must be present. No D-Rings allowed
- Possible drilling of bodies & frames for metal thickness
- Must have ball valve for vacuum on driver's side by front door post

Race Officials will decide infraction of rules

Number plate

- **3 sided number plate with 10" tall numbers – letters may appear behind number and must be at least 8" tall. NO four-digit number/letters allowed! Block letters recommended. NO OBSCENE WORDS OR CHARACTERIZATIONS OF ANY KIND ANYWHERE ON CAR.**
- **Must be black and white numbers! Either white number plate with black numbers or black number plate with white numbers. This is so the counters can easily read your number plates so you can be scored otherwise they will stop scoring you**
- **Please be sure your number is LEGIBLE so the scorer(s) can read it from where they are scoring**

Cruiser rules will be written in Stock Class section of rules, with following exceptions:

- Cruiser safety rules pertain to driver and passenger. This includes helmets, neck roll, safety nets, door bars, windshield bars, and roll bar padding. Gas pedal or linkage cannot be operated from steering position.

Body

- Must start race night with complete body – fenders, hood, doors, trunk lid, bumpers, etc...
- Body is to be stock appearing and stock dimensions
- All glass, plastic, upholstery, lights, moldings, and chrome must be removed
- Car numbers on both side doors and on roof plate, (roof plate must be three sided).
- Any Stock American made steel top cars or station wagons
 - No convertible, jeep, hearse, limo, el camino, rancho, or truck
- ***This will be included in 28 feet of front reinforcing area material*** Radiator support can be stock fabricated out of roll bar tubing or angle iron. If stock, can add 2"x2"x1/8" angle iron from fender to fender. If fabricated, radiator core support must be removed and replaced with 2"x2"x1/8" angle iron or 1 3/4" roll bar tubing. Must be in line with radiator. Top support can go from fender to fender. 1-1 3/4" pipe between frame rails allowed. May have bar in front of radiator – 2 bars up; 1 across; 2 bars back – must be in front of A arms
- All bodies must have steel firewall. All firewall holes and floor pan holes must be covered with metal. Aftermarket firewall OK but needs to be in stock location (straight across from bottom of windshield post)
- May have steel under the driver's seat and passenger seat and leg area from center of hump to rocker panel welded or bolted to body or cage
- Must have driver's door and may have on both sides, a single rub bar no bigger than 1"x3" and stretching no longer than from wheel to wheel and must be securely fastened. Must put 1/8" plating on drivers roll cage no longer then from post to post
- Both doors must be welded, chained or bolted shut
- **Stock size trunk lid must open for easy access – no bolts**
- Both doors can be reinforced from outside from rub rail down
- Driver and passenger compartments must be open. No enclosed cockpits
- No reinforcing of any kind on the inside of front fenders; 3/8" re-rod around fenders ok; welded only to fender no reinforcement to frame or bars maybe welded to bumper wrap around and to rub rail. Rear quarter panel reinforced from inside; 1-1 3/4" bar out against quarter panel at rub bar height – bar can be braced to frame with 2 bars
- **Front reinforcing area material is from center of ball joints to front of car. Maximum allowable footage is 28 feet and material can be not any thicker than 1/8".**

- **Allowable options: nothing larger than 2" tubing, angle, channel, or flat steel.**
- Single body steel. All body repairs must be made with thin sheet metal. No plating. Any patching of body must be no more than 18 gauge or thinner. After market OK, if 18 gauge or thinner. Front wheel drive bodies okay must use only sheet metal. Must be securely fastened.
- No adding ballast or weight of any kinds allowed anywhere in the car. (frames, bumpers, body, etc)
- **No wheel tubs allowed in fenders. Stock inter fender wells in front ok.**
- **May use expanded metal or sheet steel for grill. Can't be thicker than 18 gauge. You can use that to connect front fenders, but no extra wrapping allowed front corners**
- **Can have a front loop**

Frame

- Repair of frame rails from rust or damage from center of rear axle forward must be in 1/8" flat steel or less, no angle iron, channel, or box tubing allowed. May have flat iron on 2 sides. No plating of frame from cowl forward.
- Center of rear axle to back bumper may be replaced with 2"x3" box tubing no thicker than 1/8" in stock location
- Rear frame rails must be able to safely support bumper and protect fuel cell
- Uni-body cars can connect front and rear rails together with 2"x3"x1/8" box tubing
- All repairs must be approved by racing inspectors

Roll Cage

- Minimum of 4-point cage securely welded to frame
- Rear kickers are allowed but must stay in trunk area
- Must have at least 3 driver's side door bars. Must be plated from front post to rear post.
- Roll bar padding wherever the driver can reach.
- Must have "X" brace between rear posts of cage
- Safety is priority. Cages will have inspection; cages appearing unsafe will not race.
- Head with helmet on must be below top of cage

Bumpers

- Front and rear tow hooks mandatory
- No sharp edges allowed on bumpers, rub rails, or bolts. One of two bumper options must be used and must be in OEM height: OEM bumpers no covered by plastic nose or tailpiece must complete, unaltered OEM, capped to fender with steel, welded or bolted. No bars past outside edge of body other than rub rails.
Aftermarket fabricated bumper are allowed there are two options:
 1. 2"x3" box tubing 1/8" thickness
 2. 2-1 3/4" tubes no wider than 3 inches apart
 Either option must be capped on both ends and fastened to fender
- No reinforcing of bumpers
- Must be securely fastened to frame
- Bumper ends can be capped and welded to the body with small strips of metal no taller than bumper. Must have a chain or strap no longer than 2"x1/8" to fasten bumper to frame
- Plastic aftermarket noises and tailpieces allowed.
- Must start night with front and rear bumpers. If you lose rear bumper you may not race without properly fuel protection

Radiator

- Radiator in stock location
- Aftermarket radiators ok
- ***This will be included in 28 feet of front reinforcing area material*** May have two 2"x1/8" straps from radiator support to bumper no wider than frame rails

- ***This will be included in 28 feet of front reinforcing area material*** May have maximum of one 1 ¼" bar in front of radiator. Example: 2 upright bars, one across and two bars back to in front of A-arms. No wider than frame rails

Engine

****OPTION 1****

- STOCK MEANS STOCK
- Cast iron factory heads. No aluminum heads – No aftermarket heads
- No aluminum block – No aftermarket block
- No roller rockers or roller tip rockers. No roller cams
- Cast iron factor intakes or aluminum intakes. No high rise or marine intakes. Must be dual plane – NO air gap
- Must have stock carburetor for make of car. GM on GM, Ford on Ford, Mopar on Mopar. Unaltered OEM carburetor can be adapter plate four to two barrel. No Holley or aftermarket carburetors.
- Engine must be in stock location. Engine must appear OEM appearing and must be able to be used in conventional passenger car without alteration.
- Engine must care at least 15 inches of vacuum at 1000 rpm
 - Flat Top or dish pistons only
- Distributor must be stock appearing. No MSD ignition
- Transmission coolers allowed. If in driver's compartment no more than 4" of rubber line exposed and must be rated for transmission fluid
- Round tube headers only are allowed. All primary header tubes must enter directly into one collector at same point at end of header.
- Engine gauges allowed (tachometer, oil pressure, water temp, etc)
- All ignition rotors, caps, coils and modules must be OEM appearing
- No porting, polishing, or alterations of any kind to heads or intake
- After market power steering pump ok
- After market pulleys are ok
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****OPTION 2**** - LS

- No aluminum blocks
- No fuel injection
- Round tube headers only are allowed. All primary header tubes must enter directly into one collector at same point at end of header.
- Must run stock accessories alt, ps pump pullies
- Must pull 20 in vacuum
- Must fun factory GM Carb Ex. Rochester q jet
- Adapter place must 1 inch or less
- Must have fuel shut off in case of crash
 - Oil press cutout – holley 12-810
 - Crash switch – painless pn 80160
- Must use 1 of 2 ignition options
 - Daytona sensors smart spark LS Ignition module Pn11900
 - MSD 6014 Kit with wiring
- Intake manifold can be aluminum must be dual plane
- Box must be easily accessible

*******RULES FOR LS OPTION ARE SUBJECT TO CHANGE AS COMPETITION REQUIRES (USE STOCK PARTS). MAY LIMIT RPM, CHANGE VACUUM, ETC....**

Fuel cells

- Must be in trunk area
- Fuel cell is MANDATORY. Must be rollover check valve.

- Must be securely fastened down to angle iron or pipe between frame rails. Steel straps around fuel cell not just bolted to floor. No ratchet straps or bungee cords

Fuel

- No racing, aviation, or E-85 fuel. Pump gas ONLY.
- No scented or colored fuel
- Fuel lines inside driver's area must be inside metal tubing.

Fuel cell protection

- May weld in a bar no wider than frame rails across back of trunk with 2 bars going down and 2 bars going ahead to frame or cage kickers to form a cage around fuel cell for protection. Bars can be no larger than 2". No required but recommended. If lose rear bumper may not race if fuel cell is not protected.
- **Plate under fuel cell cannot be thicker than 10 gauge or 1/8" steel**

Rear Ends

- Floater allowed, NO quick changes
- Can be welded posi
- Lower control arm bolt holes must be 2.25" or 2.5" from bottom of housing

Brakes

- All four brakes must work.
- No aftermarket brake set-ups. No brake bias
- Rear disc brakes allowed

Shocks

- One unaltered steel, nonadjustable OEM mount shock, in OEM location per wheel
- All shocks must completely collapse at any time
- No external or internal bumpers or stops
- No bulb type, threaded body, coil over, air or remote reservoir shocks
- Maximum 2.125 in OD stock body
- No gas port, schrader or bladder type valve allowed.
- No coil over eliminators
- Rear OEM sock location is 4.5 in front bottom of housing to center of bolt hole and centered on control arm bracket

Springs

- Stock. Stock mounts, stock locations, and no spacers
- No weight jacks or weight jack bolts
- No adjustable spring cups

Suspension

- Stock upper and lower A-arms. Nonadjustable tubular OK
- Stock rear end control arms
- Rear control arms must be nonadjustable

Steering

- Quick steer box and 6:1 or 8:1 steering box allowed.

Drive Shaft

- Must be painted white - Must have at least 1 strap or chain under drive shaft 8-10" behind transmission

Battery

- One automotive type battery – Must be covered
- Must be securely fastened down with steel straps – no ratchet straps or bungee cords

Wheels and tires

- Must use 1" lug nuts
- Can use stock or racing rims. **Right rear bead lock only**
- 4-ply passenger car tires or racing tires. G-60 or smaller
- Maximum 8" wheel or 8" tire. No LT tires
- Protection around valve stem allowed. No wider than bead

Driver & Passenger protection

- Racing seat mandatory
- Fire suits MANDATORY – TOPS AND BOTTOMS. Gloves and racing shoes are recommended but not required.
- Must have 5 point safety harness
- Closed face helmet and neck roll required
- Must have window next (may do both sides)
- Must have 4 vertical bars in front of driver and must have 4 vertical bars in front of passenger. Must cover from cage post to center of windshield – min 3/8" rod.

Remember: Build the car for driver & passenger safety

There is no longer a 'free night' option – if you don't qualify for your class you can run up a class (if available) or load your race vehicle.