

2019 ROGER WHEELER CONSTRUCTION ROAD WARRIOR RULES

PROTEST

\$350 TOP END/ \$400 BOTTOM END – ANY ENGINE COMBINATION

CRATE ENGINE CLAIM RULE WILL BE \$3900. ANY CAR FINISHING ON THE LEAD LAP MAY CLAIM ANY ENGINE THAT FINISHES ON THE LEAD LAP. *THIS RULE WILL NOT BE ABUSED*

SHOCK CLAIM RULE WILL BE \$50. ANY DRIVER FINISHING IN THE TOP 3 MAY CLAIM SHOCKS FROM ANY CAR FINISHING IN THE TOP 3.

TIRE PROTEST FEE WILL BE \$100. ANY DRIVER FINISHING IN THE TOP 3 MAY PROTEST THE TIRES OF ANY DRIVER FINISHING IN THE TOP 3.

ANY PROTEST/CLAIM MUST BE TURNED INTO HEAD TECH OFFICIAL WITHIN 10 MINUTES OF THEIR FEATURE'S CHECKERED FLAG.

ANY DRIVER THAT REFUSES ANY CLAIM/PROTEST WILL BE DISQUALIFIED AUTOMATICALLY.

WEIGHT

602 CRATE ENGINE- 3500 LBS.

BUILT ENGINE- 3400 LBS.

400 OR 454- 3700 LBS.

1LB PER LAP BURN OFF IN FEATURE ONLY

WHEELBASE

101" MINIMUM, BUT MUST MATCH FACTORY WHEELBASE OF CAR BEING CLAIMED (+ / - 1").

BODY

MUST BE STOCK APPEARING AND CAN BE FABRICATED FROM STEEL OR ALUMINUM.

NO FLAT DECKING, DECKING MUST TAPER DOWNWARDS FROM TRUNK HINGE AREA TO REAR OF CAR 2" MINIMUM

MUST HAVE STOCK STEEL FIREWALL IN STOCK LOCATION FROM FENDER TO FENDER, WEIGHT PENALTY ENFORCED IF NOT STOCK.

FACTORY STEEL OR FABRICATED STEEL FLOORPAN OK, BUT MUST RETAIN FACTORY SHAPE.

DRIVERS AREA MUST BE CLOSED IN, FRAME RAIL TO FRAME RAIL BEHIND DRIVER.

REAR OF CAR MAY BE OPEN

IF DRIVERS COMPARTMENT IS BOXED IN, IT MUST HAVE AN 8" X 8" INSPECTION DOOR FOR PASSENGER SIDE

NO SHARP EDGES

NO LOWERING OF ROOFS

AFTERMARKET NOSE AND REAR COVERS PERMITTED, BUT MUST BE STOCK APPEARING.

REAR SPOILERS ARE PERMITTED BUT MUST BE A MAXIMUM OF 4" HIGH. SPOILER SIDES SHOULD BE 18 ½" LONG X 4" HIGH.

AFTERMARKET NOSEPIECE MUST ATTACH TO SHEET METAL FENDERS. IF FLARES ARE USED, THEY MUST BE ATTACHED IN A MANNER TO FOLLOW FACTORY FENDER.

MUST HAVE 4 BARS MINIMUM IN FRONT OF DRIVERS WINDOW

MUST HAVE TOW HOOKS ON FRONT AND REAR OF CAR. THIS RULE WILL BE ENFORCED, IT IS NOT THE TRACK OFFICIALS RESPONSIBILITY TO DISSASSEMBLE YOUR CAR BEFORE TOWING IT TO YOUR PIT.

ENGINE COMBINATIONS

602 CRATE ENGINE. REBUILDS BY LICENSED REBUILDERS WILL BE ALLOWED, BUT MUST MEET ALL DURRENCE-LAYNE SPECS.

ENGINE LOCATION

CENTER OF CHASSIS. #1 SPARK PLUG MUST BE IN FRONT OF OR IN LINE WITH UPPER BALL JOINT.

BORE

.060 = .010 FOR WEAR MAXIMUM

ROTATING ASSEMBLY

RODS TO BE PRESS FITTED OEM, SCAT OR EAGLE WITH 3/8" ROD BOLTS ONLY. CAP SCREWS AND AFTERMARKET ROD BOLTS OK.

FLAT TOP 4 EYEBROW OR DISH TOP PISTIONS OK, BUT EYEBROWS MUST BE SAME SIZE AND SHAPE.

PISTON MUST BE .020 IN HOLE (+ / - .002)

STOCK STROKE OEM, SCAT OR EAGLE CAST CRANK ONLY

BALANCING OK.

CRANKSHAFT MUST WEIGH 49 LBS. MINIMUM, WEIGHED WITH PILOT BUSHING, GEAR, BOLT AND WASHER.

CAMSHAFT

.390 / .410 HYDRAULIC FLAT TAPPED CAMSHAFT

VALVE LASH ZERO

NO 4/7 SWAP CAMSHAFTS

NO ASSYMETRICAL CAMSHAFTS

OK TO DEGREE CAMSHAFT

STOCK TYPE LIFTERS WITH WIRE RING CLIP ONLY

DOUBLE ROLLER/ TRUE ROLLER TIMING CHAIN OK.

CYLINDER HEADS

OEM OPEN CHAMBER HEADS ONLY. 487X, 487, 993, 882, 441, ECT.

3 ANGLE VALVE JOB OK.

1.94 INTAKE AND 1.5 EXHAUST VALVES ONLY, STAINLESS STEEL VALVES OK.

.010 VALVE STEM STEP DOWN OK.

1.250 STOCK TYPE SPRINGS ONLY

100 LB. VALVE SPRING PRESSURE MAX

3/8" SCREW IN STUDS/ GUIDE PLATES OK.

70cc MINIMUM

1.5 STOCK STYLE ROCKERS ONLY (LONG SLOT OK)

BOWL CUT 1" MAXIMUM, MUST RETAIN LIP

INTAKE

GM, QUADRAJET OR HOLLEY STYLE CAST IRON INTAKE ONLY. NO BOW TIE OR MARINE INTAKES

CARBURETOR

602 CRATE ENGINE MUST RUN 1850 600 CFM CARB OR LESS, MUST HAVE SINGLE INLET ONLY. NO DUAL LINES

BUILT ENGINES MAY RUN QUADRAJET, 1850, OR LESS. SINGLE INLET ONLY, NO DUAL LINES

MAY REMOVE CHOKE BUTTERFLY

MUST RETAIN AIR HORN

MAY HAVE SIGHT GLASSES INSTALLED FOR FLOAT ADJUSTMENT

CANNOT CHANGE METERING PLATES OR BLOCKS

1" SPACER OR 1" ADAPTER, NOT BOTH.

SPACER/ ADAPTER WITH 2 GASKETS MAY NOT EXCEED 1.350 (NO TOLERANCE)

EXHAUST

CAST IRON STOCK TYPE EXHAUST MANIFOLDS ONLY

OUTLET CANNOT EXCEED 3"

PIPES MUST BE PARALLEL WITH GROUND

IGNITION

ANY STOCK STYLE ONE WIRE HEI IGNITION (NO BOX)

NO SOFT TOUCH REV CONTROL

NO TRACTION CONTROL DEVICES

TRANSMISSION/ DRIVESHAFT

FACTORY STOCK MANUAL OR AUTOMATIC

NO POWER GLIDE TRANSMISSIONS

NO DUMMY TORQUE CONVERTERS FOR AUTOMATICS, 10" CONVERTER MINIMUM

MUST HAVE FORWARD WORKING AND REVERSE

STEEL DRIVESHAFT ONLY

MUST HAVE SAFETY LOOP AROUND DRIVESHAFT

CLUTCH

STEEL FLYWHEEL ONLY

STOCK TYPE CLUTCH AND PRESSURE PLATE 10" MINIMUM

MAY RUN STOCK TYPE NON-SPRING CLUTCH DISC

FLYWHEEL, CLUTCH AND PRESSURE PLATE MUST HAVE A COMBINED WEIGHT OF 30 LBS MINIMUM WEIGHED WITHOUT BOLTS.

BRAKES

STOCK TYPE BRAKES ONLY. STEEL CALIPERS, DISC AND DRUM ONLY

ONE MASTER CYLINDER ONLY

DISC BRAKES OR DRUM BRAKES OK ON GM REAREND AND FORD REAREND

NO ADJUSTERS OF ANY KIND

NO CUT OFF OF ANY KIND

REAREND

LOCKING OF REAREND OK

9" FORD, 9" FORD FLOATER OR GM REAREND OK.

WHEELS/ TIRES

8" STEEL WHEELS ONLY (BEADLOCKS OK)

HOOSIER H500 ONLY (NO GROOVING OR SIPING)

NO ALUMINUM

NO TIRE TREATMENT CHEMICALS

FUEL CELL/ FUEL

RACING TYPE FUEL CELL MANDATORY

RACING OR PUMP GAS ONLY, E-85 OK.

NO ALCOHOL, METHANOL OR ANY TYPE OF FUEL ADDITIVE.

CHASSIS AND SUSPENSION

NO X-BRACING OR BRACING OF ANY TYPE UNDER CAR.

MAY RUN ANY NON-ADJUSTABLE TUBULAR UPPER A-FRAMES. 1" MAX DIFFERENCE BETWEEN LEFT AND RIGHT SIDE.

STOCK TYPE LOWER A-FRAMES ONLY (NO RACING)

SPRINGS TO BE 11" MINIMUM

NO ADJUSTERS, SPACERS OR SHIMS ALLOWED BETWEEN SPRINGS AND FACTORY MOUNTS

RACING SPRINGS OK (DOES NOT HAVE TO HAVE PIG TAIL)

REAR TRAILING ARMS CAN BE AFTERMARKET OR STOCK BUT MUST BE NON-ADJUSTABLE AND HAVE STOCK TYPE RUBBER BUSHINGS.

REAR TRAILING ARMS MUST BE STOCK LENGTH

NO OFFSET BUSHINGS, MONOBALLS OR HEIMS

UPPER TRAILING ARMS TO BE 3" FROM CENTER OF HOLE TO TOP OF REAREND HOUSING (+ / - ½)

CENTER OF AXLE TUBE SEAM TO CENTER OF UPPER TRAILING ARM BOLT TO BE 7 ¾" (+ / - ½)

LOWER TRAILING ARMS MUST BE 2 ¾" FROM BOTTOM OF AXLE TUBE TO CENTER OF TRAILING ARM BOLT (+ / - ½)

BOTH UPPER TRAILING ARMS SHOULD BE MOUNTED IN SAME LOCATION AND BOTH LOWER TRAILING ARMS SHOULD BE MOUNTED IN THE SAME LOCATION (NO OFFSETTING OF TRAILING ARMS, IF THE RIGHT SIDE IS 3 ¼ FROM THE BOTTOM OF REAREND HOUSING THE CENTER OF THE TRAILING ARM BOLT, THEN THE LEFT SIDE SHOULD ALSO BE 3 ¼)

STEEL NON-ADJUSTABLE SHOCKS IN FACTORY LOCATION ONLY. NO BUMPSTOPS

NO SCHRADER VALVES OR PIERCING VALVES ALLOWED

SHOCKS SHOULD NOT BE ABLE TO COME APART AT EITHER END (NO SNAP RINGS/CAPS, CRIMPED ONLY)

BOTH ENDS OF REAR SHOCKS SHOULD BE MOUNTED AT FACTORY LOCATION. MOUNTING EARS OF SHOCK MUST BE MOUNTED FLAT AGAINST FACTORY SHOCK MOUNT. (NO SHIMMING DOWN FROM FACTORY LOCATION)

NO BUMPSTOPS

LOWER END OF REAR SHOCKS MUST BE MOUNTED AT SAME HEIGHT OF REAREND.

LEAF SPRING CARS MAY RUN LOWERING BLOCKS, BUT CANNOT BE ADJUSTABLE.

IF LEAF SPRING CARS HAVE ADJUSTABLE SHACKLES, BOTH SIDES MUST BE MOUNTED IN SAME HOLE AT SAME MEASUREMENT.

REARENDS ON LEAF SPRING CARS MUST BE MOUNTED AT THE SAME LOCATION ON SPRINGS, NO LEADING OR TRAILING

NO OFFSET CAGES, PERIMETER STYLE CAGE OK. A WEIGHT PENALTY WILL BE ENFORCED FOR ANY CHASSIS WITH OFFSET CAGE.

THE ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL, CONSENT OR PERMISSION REGARDING THAT SUBJECT. ANY QUESTIONS OR DOUBTS REGARDING SUCH MATTERS SHOULD BE DIRECTED TO RACE TRACK OFFICIALS FOR A CLARIFICATION.