SAFETY EQUIPMENT: Rules apply at all times cars is on track. Snell-rated SA2010 or SA2015 helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear, collapsible steering wheel. Driver side window net required, minimum 16 inch by 20 inch ribbon or mesh. Must be secured to outside of car and from front to rear post to five inches in front of seat. Must be visible for inspection.

3. ROLL CAGE: Main cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with a minimum wall thickness of 0.095 inch, low carbon or mild steel recommended. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Driver’s head must not protrude outside cage with helmet on. Rear hoop must have “X” brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness. Front down bars must be tied together, passenger side down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Maximum 76 inches from back of engine block to top front edge of rear hoop. Top hoop must be minimum 40 inches across, and 29.5 inches front to rear, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than stock frame hoops. Required rear carriers (down bars) and engine hoop must be minimum 1.25 inch OD tubing, with 0.083 inch wall thickness. Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch OD tubing. All bars must be inside body, Foot protection bar required. 

DOORS: Doors up and must not protrude beyond door panel, 1.75 inch thick panel or glass. Minimum 0.125 inch wall thickness. Factory seam must remain visible. Unibody must tie doors to frame. Door frame may be “X” braced. No Station Wagons, Camaros, Firebirds or Mustangs. 

5. BODY: Must be an approved, unaltered OEM or OEM replacement body and centered over wheels (front to rear and side to side). Body and engine make must match. May use 1988-10 present GM front wheel drive, two door body, on 1978-1987 GM 108 inch wheelbase full frame. Sunroofs and T-tops must be enclosed. OEM appearing aftermarket plastic nosepiece (minimum 8 inch ground clearance) and tailpiece allowed (recommended to match body). IMCA approved Camaro nosepiece (Performance Bodies part #45X040 and Dominator part #OM390 and Mustang nosepiece (Performance Bodies part #462040) are allowed with a maximum installed width of 73 inches. IMCA approved Camaro tailpiece (Performance Bodies part #55X100) is allowed. 

6. DRIVER COMPARTMENT: Minimum of three windshield bars in front of driver. Aluminum high back seat only, must be bolted in using minimum 0.375 inch bolts. Seat must remain inside all confines of roll cage. Maximum 70 inches from the back of the engine block to the side of the front seat, measured at the shoulder harnesses. Driver must be seated off from track, driveline, engine and fuel cell. Kid’s seats and seat belts may be used. Front OEM firewall may be replaced using steel fabricated full firewall, 18 gauge or minimum 0.049 inch thick. Firewall must be covered with metal. Hole in hood allowed for air cleaner clearance only. All inner wheel wells may be removed. OEM or aluminum aftermarket replacement trunk lid allowed. Rear edge of trunk lid may be trimmed and rear trunk lid support removed only if aftermarket tailpiece is used. Hood and trunk must be securely fastened. Trunk floor may be removed over rear end housing, entire trunk floor may be removed. All windows must remain open, except opera windows may be covered with clear lexan, no decals. All roof pillars must remain OEM, exception is “B” pillar may be trimmed to minimum two inch width and must remain within OEM location. Maximum seven-inch metal sun visor may be added to top of windshield opening. Wheel openings may be trimmed for tire clearance. No spoilers. Aluminum or plastic rocker skirt/fare allowed on doors and rear quarter panels, cannot extend outside tires, minimum 4 inch ground clearance. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car; six inches tall on front and rear. No Station Wagons, Camaros, Firebirds or Mustangs. 

7. STEERING: In closed comp�rtment. No manual or hydraulic steering, no power steering allowed. Driver using aftermarket upper A-frame, must display “IMCA approved” decal on top of rear of A-frame; shock location may be moved and may go through center of aftermarket upper A-frame; maximum one, three inch wide opening on side of spring tower for shock clearance. Adjustable single hole welded shock mount only. No suspension stops of any kind allowed.

9. SHOCKS: One shock adjustable unaltered shock per wheel. All shocks must completely collapse at any time. No external or internal bumpers or stops. No coil over, air, or remote reservoir shocks. No Schrader or bladder type valve allowed. No coil over eliminators. One coil over shocks may be claimed for event per $50 each, counting as one claim on card, following shock claim procedures (Refer to www.imca.com). 

10. SPRINGS: Progressive closed end spring per wheel only. All coil springs must be minimum 4.5 inches O.D. Front coil springs must be 9.5 inch free height with 0.5 inch tolerance. Rear coil springs must be 11-16 inch free height with 0.5 inch tolerance. No spring rubbers allowed. 

11. REAR SUSPENSION: All components and mounts must be steel, unaltered OEM, in OEM location and match frame. Rubber, nylon or steel lower A-frame bushings only - no offset or bearing type. No sway bars. Exceptions are: weight jacks allowed in original centerline of spring tower; OEM upper A-frame mount may be moved or replaced with aftermarket steel non-adjustable mount. No rack and pinion. Aftermarket: Fabricated tubular bushings allowed, but must be covered by plastic nose or tailpiece and bent to fit with rounded ends. Front bumper bar must be minimum 1.5 inch O.D. (maximum height: 0.083 inch (maximum 0.125 inch) wall thickness. Rear bumper must be minimum 1.75 inch O.D. with 0.120 inch wall thickness. 

14. TIRES/WHEELS: Must use unaltered Hoosier Race tire, G60-15 with IMCA stamp on sidewall. No chemical softening, conditioning, or grooving of tires (Refer to www.imca.com) for automatic penalties. Tires may be ground or straight siped within confines of tread (not past factory straight line). No re-caps. All wheels must be unaltered and display white "IMCA
approved” decal and wheel manufacturer decal. Spacer or offset wheel, or a combination of the two allowed, but cannot exceed two inches total offset per wheel. Aluminum wheel spacers only. May use IMCA approved break on left, rear right only. External, steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75 inches. Steel bolts only. Foam type or securely bolted plastic outer mud cover allowed on right side wheels. Outer mud cover mounting tabs and rings must be integral to the wheel or be securely fastened in place. Outer mud cover cannot sit left rear right only. No bolts allowed. Outer mud cover cannot be lighter than the inner mud cover. 20. ENGINE: Steel, unaltered OEM, or unaltered OEM replacement, four wheel, drum or disc allowed. Front components must match frame and maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. OEM diameter caliper pistons only. Bolt pattern may be changed. Larger studs allowed. Vented solid surface rotors only, no scalloped or ceramic coated rotors. Rear rotors may be aftermarket 0.80 inch thick (new). No floating brakes. No brake shot-off or pressure sensitive devices. One front to rear proportioning device allowed. Brake lines must be visible. Aftermarket pedal assembly allowed. 21. GAUGES/ELECTRONICS: All engines must be visible under the hood and front fascia. All engine components must be visible from the rear seat with no obstructions to the driver. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Chrysler with Chrysler #2716; Ford #7121, #7181, #7183; Chrysler #2176. No porting, polishing or milling allowed on any intake. Exception is OEM cast iron plenum welding may be removed, maximum 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint. 22. TRANSMISSION/DRIVE SHAFT: Must have at least two forward gears and one reverse, plus neutral position. With motor running and car in standing position, must be able to engage car in gear and move forward, then backward. Only OEM production type transmissions allowed - two speed, three speed, four speed and automatic. No five speed (or more) transmissions, “in and out” boxes, or quick change devices allowed. Functioning shift levers must be in OEM location. Flywheel/flexplate must be bolted directly to end of crankshaft, and pressure plate must be bolted directly to flywheel/flexplate. One flywheel/flexplate only, and all driveline components within bellhousing must rotate consistent with engine RPM while car is in any gear. Unaltered flexplate must be OEM, or OEM replacement. Manual: Must be OEM or OEM replacement case and have a working 7.25 inch minimum diameter, steel and/or aluminum, single or multi-disc clutch inspection hole for sealing proof steel bellhousing - minimum 270 degrees around top of clutch/flywheel area. Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearance pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. Manual pump starts allowed. Drive Shaft: Minimum two inch diameter steel drive shaft, must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from U-joint. 23. ENGINE COMPARTMENT: Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Chrysler with Chrysler (see frame exceptions). For 1978-1987 GM frame and engine combination, center of GM fuel pump must be located minimum 1.75 inches in front of crossmember. From back of block to front of crossmember (measured at frame) - 22.625 inches (Ford), 21.75 inches (Chrysler). Ford metric frames must have back of fuel pump in front of cross member. GM frame and cross member may not be altered for GM engine placement. Engine mount holes cannot be removed or altered on block. Aftermarket engine mounts allowed, including mid-plate. Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground. No vacuum pumps. 24. ENGINE SPECIFICATIONS: Engine fuels must clearly meet both formal fuel tests which carburetor/engine option they are competing with 350 or 500. Must be in contrast in color from body, minimum 2-inches tall and display 350 or 500. Markers not acceptable. Any American make engine allowed. Steel heads, block and oil pan only. No titanium engine components. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Ford #7515, #8022; Edelbrock GM #2701, #2716; Ford #7121, #7181, #7183; Chrysler #2176. No porting, polishing or milling allowed on any intake. Exception is OEM cast iron plenum welding may be removed, maximum 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from U-joint. 25. BRAKES: Brake must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two 0.5 inch bolts. No titanium, magnesium, carbon fiber or tungsten parts. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only. 26. BATTERY/STARTER: One 12 volt battery only, must be securely mounted between and above top of frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.