1. SAFETY EQUIPMENT: Rules apply at all times car 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 shaft. Driver-side window net required, minimum 16 inch by 30 inch ribbon or mesh style, and must be mounted to roll cage so latches at top front of window. Maximum four inch tall visor attached to window net. Minimum two inch wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old & $1,500.00 worth of Kill switch required within easy reach of driver and must be clearly marked ‘OFF’ and ‘ON’.

2. FRAME: (see frame drawing) Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Minimum 107.5 inch wheelbase, maximum one inch difference from side to side. Frame must match body - GM to GM, Ford to Ford, Chrysler to Chrysler - AND wheelbase to wheelbase. Exceptions are: 1980 or newer Ford two door unibody may be installed on 1978-1987 GM full frame or Ford full frame (shortened to minimum 107.5 inch wheelbase), Chrysler engine may be put in 1978-1987 GM full frame, and may use 1995 or newer two door Chrysler unibody. Rear of frame behind rear tires, no further forward than one inch behind factory seat, may be replaced in OEM location with two by three inch steel tubing with 0.083 inch wall thickness. Factory seat must remain visible. Unibody must tie structurally to frame. Frame may be ‘X’ braced. No Station Wagons, Camaros, Firebirds or Mustangs.

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 front down bars must be max. 11 inches in 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 halo 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 hoop bar size is 1.75 inch O.D. (tubing for front hoop bars together) for radiator protection; must be behind bumper, within confines of body, no wider than stock frame hoops. Required rear kickers (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 framed tube 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.

4. DOOR BARS: All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicularly to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver’s side. Plate must cover area from top door frame to bar and from rear down post to five inches in front of seat. Must be visible from spectator seats.

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- to present GM front wheel drive, two door body, 1978-1987 GM 10 inch wheelbase full frame, or 1988- rear wheel drive, 1978-1987 GM 10 inch wheelbase full frame. Sunroof may be enclosed. Sunroof or sunroof window may be OEM or aftermarket, in OEM location, and must be fully enclosed. Convertible tops allowed, in OEM location, and must be fully enclosed. Roof may be OEM or aftermarket and must be similar to OEM in size. Overlapping of body panels permitted. OEM or aluminum aftermarket replacement hood allowed, with maximum six inch bow, or maximum 3.5 inch tall plastic hood scoop (M360D040 or similar). Combination of hood scoop and bow to not exceed six inches. Hood must have front nose of separate fenders, in OEM location, with rear sealed off from driver compartment with metal. Hood 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 tail light support removed only if aftermarket tailgate is used. Hood and trunk must be securely fastened. Trunk door must be removed over rear end housing, entire trunk door may be removed. All windows may 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, lips or fins. Aluminum or plastic rocker skirt/flare allowed on doors and rear quarter panels, cannot extend outside tires, minimum 6 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.

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 front side of seat, measured at the shoulder harnesses. Driver must be sealed off from track, dripline, engine and fuel cell. Kick and rocker panels may be removed. Front OEM firewall may be replaced using steel fabricated full firewall, 18 gauge or minimum 0.049 inch thickness. Entire firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. OEM floor pan may be replaced using stock floorpan frame, 18 gauge or minimum 0.049 inch thickness, securely welded to frame. Floor pan may be replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be no higher or lower than frame rail. Exception is maximum eight inch tall rollover allowed. Tail gate must remain stock in OEM tunnel in size. No cockpits, interior must remain open. Inner panel on outside of passenger door bars allowed, may connect to top of door. Full rear firewall may be aluminum or steel and may be located no further forward than rear halo supports and no higher than bottom of rear opera opera doors. All holes in firewalls must be covered with metal. No driver-operable devices allowed while car is in competition except brake adjuster. No mirrors.

7. FRONT 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 bushing type. 

8. STEERING: No rack and pinion. All components must be steel unaltered OEM, in OEM location and match frame. Exceptions are: tie rod adjusting sleeve may be replaced with 5” steel tube; replacement spindle with Speedway Motors raised cast - part number 91034501 (metric frame only); bolt on spindle savers allowed; OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended), steering wheel and quick release (required) may be aluminum. Steering quickeners allowed.

9. SHOCKS: One steel non-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 Schroader or blader type valve allowed. No coil over eliminators. One or all shocks may be claimed per event for $50 each, counting as one claim on card, following shock claim procedures (Refer to www.imca.com).

10. SPRINGS: One steel, non-progressive closed end spring per wheel only. All coil springs must be minimum 9 inches O.D. Front coil springs must be minimum 3.5 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 or OEM replacement, in OEM location and match frame. No independent rear suspension. OEM appearing one piece full rubber or nylon control arm bushings only, no offset or bearing type. Exceptions are: weight jacks allowed, coil springs may be moved – front to back, but center line of axle tube can not be further forward than the front of spring, or no further back than rear of spring; no coilover eliminators. Any OEM upper A-frame may be replaced using aftermarket upper A-frame, must display “IMCA approved” decal on top of rear frame to front frame. Frame may be “X” braced. No Station Wagons, Camaros, Firebirds or Mustangs. All components and mounts must be steel, unaltered OEM, in OEM location and match frame. 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 front down bars must be max. 11 inches in 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 halo 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 hoop bar size is 1.75 inch O.D. (tubing for front hoop bars together) for radiator protection; must be behind bumper, within confines of body, no wider than stock frame hoops. Required rear kickers (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 framed tube 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.

12. REAR END: Any steel approved OEM passenger car or truck rear end allowed (housing and carrier) with steel spool (or mini). Safety hubs (floaters) allowed. All additional components must be steel, except lowering blocks, axle caps, U-joint caps, and one piece drive flange. One inch inspection hole in housing required. No quick change devices. No adjustable lowering
22. TRANSMISSION/DRIVE SHAFT: Must have at least two forward gears and one reverse, gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented fuel. Must use unaltered Hoosier Race tire, G60-15 with IMCA stamped on sidewall. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner. A spring or ball type filler rollover valve is required. Fuel lines through driver compartment must be clearly visible. Aftermarket pedal assembly allowed.

23. ENGINE COMPARTMENT: Engine must be OEM appearing, must be able to be used in combination with car and engine engine. Any American make engine allowed. Steel heads, block and oil pan only. No titanium engine parts. No scalloped ring gears, cambered rear ends, heavy axle tubes (max .250” wall). Automatic: 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by 0.125 inch thick. Drive shaft must be bolts directly to flywheel/flexplate. One flywheel/flexplate only, and all driveline components between bellhousing must rotate consistent with engine RPM while car is in any gear. Unaltered flexplate must be full OEM, or OEM replacement. Maximum compression ratio is 10.5 to 1, no tolerance. Flat tappet cam/roller rocker arms only. No stud girdles. Full roller rocker arms allowed. GM - 1.250 inch (± .015 tolerance) maximum O.D. valve springs. All SR heads must remain as produced, seat angles unaltered. GM approved block numbers are: 10105123, 10066034, 3892657, 3914660, 3914678, 3923388, 3923386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14100207, 14100209, 14100287, 14163679, 14163797, 10054727, 10488528, 10488554, 10493638, 10493642, 14110148. Stroke must match block. No more than one inch of cylinder block length per inch of stroke. Violation of cubic inch limit must be verified by removal of head and will result in disqualification from the engine and fined $1000, or disqualification. 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 OPTIONS AND SPECIFICATIONS: All cars must clearly display on both front roof posts which carburetor/engine option they are competing with, 350 or 500. Must not be contrasting in color from body, minimum 2-inch tall and display 350 or 500. Markers not acceptable.

Any American make engine allowed. Steel blocks, head and oil pan only. No titanium engine components. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W blocks. Castings and fittings cannot be changed, no machine work on OEM engine components only. Chrysler W blocks. Castings and fittings cannot be changed, no machine work on OEM engine components only. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). Steel or aluminum water pumps allowed. No cubic inch or compression limit. Flat tappet cam/roller rocker arms only. No shaft, oiled or pedestalled rockers only. No girdles.

(A) 350 cfm CARBURETOR ENGINE: No cubic inch or compression limit. Flat tappet cam/roller rocker arms only. No shaft, oiled or pedestalled rockers only. No girdles.

(B) 500 cfm CARBURETOR ENGINE: Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). GM approved block numbers are: 10105123, 10066034, 3892657, 3914660, 3914678, 3923388, 3923386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14100207, 14100209, 14100287, 14163679, 14163797, 10054727, 10488528, 10488554, 10493638, 10493642, 14110148. Stroke must match block. No more than one inch of cylinder block length per inch of stroke. Violation of cubic inch limit must be verified by removal of head and will result in disqualification from the engine and fined $1000, or disqualification. 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.