Northwest Extreme Modifieds 2013

1/7/13

1. **SAFETY EQUIPMENT**: Rules apply at all times car is on track. Snell-rated SA005 helmet required. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves and shoes required. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Driver-side window net required, ribbon or mesh style, and must be mounted to roll cage. Minimum three inch (two inch with head restraint system) 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. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

2. **FRAME:** 1964 or newer OEM perimeter American rear-wheel drive passenger car frame only. No sports car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Exceptions are: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of steering box and notched maximum one inch at bottom for tie rod clearance; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of left side frame rail. See www.imca.com for OEM frame dimensions. Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width shall not exceed 78 inches from outside of tire to outside of tire to outside of tire. For cars using OEM rear suspension design, rear of frame behind rear tires no further forward than one inch behind factory scam, may be replaced with two inch by three inch steel tubing with 0.095 inch wall thickness.

3. **ROLL CAGE:** Must consist of continuous hoops, minimum 1.50 inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame-mounted in at least six places. Recommended: low carbon or mild steel. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.

4. **DOOR BARS:** All driver side door bars and uprights must be minimum 1.5 inch O.D. with 0.083 inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25 inch O.D. with 0.083 inch wall thickness and one top door bar, minimum 1.5 inch O.D. with 0.083 inch wall thickness. Steel door plate, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar. Must be visible for inspection.

5. **BODY:** (See diagram) No composite or plastic body panels allowed except roof rock guard and hood scoop. Body must be same width, front to rear, and parallel to OEM frame. Aluminum nose panel must be flat. Maximum 2.250 inch side fins allowed on aluminum nose. Plastic nose must be mounted in an approved manner and can extend no further back than front of hood. Nose piece must remain inside confines of front bumper and be no lower than two inches below frame horns. Cooling holes allowed. Engine compartment must remain open (no side panels). Hood must be level or sloped down at front, enclosed and maximum two inches above interior deck at rear. No panel in front of right door to engine compartment. No inner panels. No car covers. Must have front and rear roof support posts. May use lexan in window side panels. Roof must be fiberglass or aluminum, full size and rounded down in all directions (see diagram). No dished roofs allowed. Driver roof hatch allowed. Maximum 1.5 inch rolled down rock guard allowed on roof front. Maximum four inch roof sides allowed. Maximum one inch ridge down sides of roof. Maximum one inch rear roof stiffener (must face down). Sail panels must remain within the dimensions of drawing and may not extend ahead of back of seat. Rear spoiler allowed, maximum five inches in material height and maximum 66 inches wide. Spoiler may have rear stiffener, must be one inch or more down from top. Maximum three spoiler braces allowed, must be mounted in line. Spoiler braces must resemble all aspects of drawing. Spoiler must be mounted within confines of spoiler braces. No additional fins, lips or wings allowed. Maximum four inch plastic skirting allowed on bottom of doors and quarters. No reflective doors or quarter panels. Tires must be widest part of car. 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 rear and front if possible.

6. **DRIVER COMPARTMENT:** Must have minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than steering wheel. Minimum 0.125 inch aluminum, or 0.060 inch steel, complete floor pan required. Aluminum high-back seat only and must be bolted in, using minimum 0.375 inch bolts, next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door bars. No driver-adjustable devices allowed while car is in competition except brake adjuster. No mirrors of any kind.

7. **FRONT SUSPENSION**: All components must be steel, in OEM location. Exceptions are: tube-type upper A-frame with or without aluminum or steel cross shaft, and mounts can be moved; stamped steel OEM replacement lower A-frames; rubber, nylon or steel lower A-frame bushings, no offset or bearing type; welded or bolted shock mount on lower A-frame; OEM or OEM replacement rebuildable ball joints allowed. Lower A-frames must be right and left, and of same design. Lower A-frame mounts and bolt holes on frame must be in within OEM specifications.

8. **STEERING:** No rack and pinion. All components must be steel and in OEM location. Exceptions are: outer tie rod end and adjustment sleeve may be replaced by a steel rod end and steel or aluminum tube; unaltered, OEM or OEM replacement; bolt on spindle savers allowed; steel steering shafts and knuckles only; driver compartment steering may be modified, must be kept on left side. Spindles must be right and left, and of same design. Quick release required-steering quickener and steering wheel may be aluminum. Idler arm, pitman arm, and center link must be OEM style.

9. **SHOCKS:** One steel, nonadjustable, unaltered shock per wheel only. One shock mount allowed. No bulb-type, threaded body, coil over, air, or remote reservoir shocks. Maximum 2.125 inch O.D. shock body. No Schrader valves or bladder type valve allowed. Front half may be shielded.

10. **SPRINGS:** One steel coil or multi-leaf (rear) spring per wheel only. Minimum 4.5 inches O.D., non-progressive coils only. No torsion bars, air bags, inner liners or spring rubbers allowed.

11. **REAR SUSPPENSION:** All components must be steel. Lift arm and shock or pull bar with shock allowed. No covers allowed. All mounts and brackets must be welded or bolted solid.
    (A) Aftermarket three link requirements: Must use 16 inch minimum. Coil eliminators allowed. No floating or bearing rear spring perches/cups allowed, top or bottom.
    (B) Multi-leaf spring design requirements: Must use steel multi-leaf springs with no additional suspension components besides one shock per wheel. Adjustable aluminum lowering blocks allowed.
    (C) Mono-leaf: Coil eliminators allowed. Spring on housing allowed. No floating or bearing rear spring perches/cups allowed, top or bottom. Adjustable aluminum lowering blocks allowed.

12. **REAR END:** Any steel non-cambered rear end (housing and carrier) allowed. Safety hubs (floater) allowed. All components must be steel, except lowering blocks, axle and U-joint caps, and drive flange. One inch inspection hole in housing required. (Steel) full or mini-spools only. Solid steel axles only. No quick change devices. One piece drive flange only. No torque dividing mini spools or differentials. Ring gear, center section and yoke cannot be lightened.

13. **BUMPERS:** (See diagram) Steel bumpers must be on front and rear and welded, or securely mounted with minimum .375 inch bolts. Back bumper; minimum 1.25 inch O.D. tubing with 0.095 wall thickness, (similar to diagram), maximum six inches beyond rear deck, no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard. Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center.

14. **TIRES/WHEELS:** Must use unaltered Hoosier Race tire, G60-15 with IMCA stamped on sidewall. No chemical softening, conditioning, or grooving of tires. Tires may be ground or siped within confines of tread (not past factory straight line). No re-caps. No wheel adapters. May use bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75 inches. Must use only steel bolts. Foam type or plastic outer mud cover allowed on right side wheels. Inner mud cover allowed on left rear only. Must use minimum one inch O.D. steel lug nuts.

15. **BRAKES:** Must be steel approved OEM, operative four wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers cannot be lightened. No oil bath front hubs. Larger studs allowed. Rear rotors may be aftermarket 0.81 inch thickness. Vented solid surface rotors only, no scalloped or ceramic coated rotors. No brake shut-off or pressure sensitive devices. One front to rear proportioning device allowed. Brake lines must be visible. Rear caliper brackets must be welded or bolted solid to rear-end housing.

16. **EXHAUST:** Round tube headers only. All exhaust must go through mufflers. No exhaust sensors.

17. **FUEL SYSTEM:** Racing fuel cell required, maximum 32 gallon capacity, must be in in minimum 20 gauge steel container. Must be securely mounted behind rear axle, between rear tires, minimum four inches ahead of bumper, and minimum 10 inches above ground. Must mount with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system-a flapper, spring or ball type filler rollover valve is required. Pick-up must be on top or right side of cell. One fuel filter allowed. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings or cold air boxes. Mechanical OEM type push rod fuel pumps only. NON-602 CRATE ENGINE: must use approved naturally aspirated, unaltered 500 c.f.m Holley-part no. 0-4412, may be modified to Holley HP Dorton part no. 0-80583-1 specs only. Float bowl must face forward. Any adapter, maximum

one inch thick. No throttle bore adjustable carburetor spacers. GM 602 CRATE ENGINE: may use any Holley 4-barrel carburetor, all components (float bowls and main body) must be Holley manufactured. Metering blocks and base plate may be billet aluminum non-Holley. No aerosol-style carburetors allowed. May use carburetor spacer on 602 crate engine .

18. **FUEL:** Gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests. Fuel sample may be taken from any car at any time.

19. **WEIGHT:** Minimum weight limit of 2,500 pounds, no tolerance, after race with driver in car. No weights and/or loose objects in driver compartment, above interior deck or outside body. Weights 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, or carbon fiber products. Exceptions are: carbon fiber rock guard and hood scoop. Solid steel fasteners only.

20. **BATTERY/STARTER:** One 12 volt battery only, must be securely mounted between frame rails, and positive terminal must be covered. 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. Starter must bolt on block in OEM location and directly engage flexplate/flywheel.

21. **GUAGES/ELECTRONICS:** No unapproved cameras, transmitting or listening devices, timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12 volt ignition system and MSD or HEI distributor only. No crank triggers. Crate engine MUST use rev-control with 6,200 rpm chip. Non-crate engine MUST use rev-control with 6,500 rpm chip. No unapproved or additional ignition accessories allowed. All components must be out of reach of driver, but with rev-control easily accessible facing up or out for inspection. All wiring must be visible for inspection. All wiring must be visible for inspection. Only gauges allowed are analog oil pressure, fuel pressure, brake bias, water temperature and tach. OEM type alternator with internal regulator allowed. No electronic traction control devices.

22. **TRANSMISSION/DRIVE SHAFT:** All forward and reverse gears must be operational, plus a neutral position. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward. No 'in and out' boxes or quick change devices allowed. One steel or aluminum OEM style/size flywheel or steel OEM style/size flexplate allowed, must be bolted directly to end of crankshaft.
    Automatic: Two or three speed, OEM style transmission allowed. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scatter shield.
    Manual: Production transmissions allowed. No ball-splined transmissions allowed. Explosion-proof steel bellhousing.

Drive Shaft: Steel slip-yokes only. Minimum 2 inch diameter, white, steel drive shaft. 360-drive shaft loop required mounted 6 inches back from U-joint.

23. **ENGINE COMPARTMENT:** Rear of engine (bellhousing flange) must be at least 72 inches forward from centerline of rear axle. Copper/brass or aluminum radiator only and must be mounted in front of engine.

24. **ENGINE OPTIONS:** All cars using the GM 602 crate engine must clearly display on both front roof posts the word "CRATE"
    (A) **CRATE ENGINE:** must use unaltered sealed GM #88958602 or #19258602 crate engine.
    (B) **NON-CRATE ENGINE:** must be OEM appearing, steel block and heads. Aluminum intake allowed. No stud girdles. "Wet" sump oiling systems only.