

## Silver Legend Rules

Any American-made rear wheel drives passenger cars allowed. No station wagons, convertibles, four-wheel drive, or rear engine cars allowed. Full size pick up bodies will be allowed if on a passenger car suspension. Wheelbase to be stock for make and model or car with a minimum of 101" in, minimum frame height of 4". Maximum overall width 84", minimum weight of 3100 pounds as car comes off track at end of race.

### **Body**

All bodies must be stock in appearance. Aftermarket aluminum and fiberglass bodies are allowed. No flat panel body parts allowed. All cars will have fenders, a hood, and a deck lid. Rear-end of body must be fully enclosed. All light and handle holes covered. No tubing outside of body except rub bars on the sides. Rub bars to be one foot from body. All bumper ends must be strapped to body with 1/8" thick or better steel. Floorboards, front and rear firewalls sealing the driver compartment are mandatory. They must be constructed of at least 20 gauge metal. Must be welded, riveted, or bolted. Doors must be welded shut. Trunk floor may be removed; all glass and flammable material must be removed. Windshield is allowed and must have at least two 1/8"x1" straps on the inside and attached to roll cage. Screen is also allowed and must be 1/2" heavy duty mesh with a minimum of three 1/2" tubes in front of driver, no further right than center line.

### **Frames**

OEM stock front frame clip section required. Older frames may be used under later model bodies, but wheelbase must meet the minimum. Frames may be modified for installation of weight jacks or rear wheel clearance. Stock frame rails may be replaced with rectangular tubing with a minimum size of 2 x 3 x 0.120 wall. Left frame structure must conform to stock configuration. Right side frame rail no further in than even with the right clip. Front lower control arms must be stock without modifications; bushings and ball joints may be changed as long as original dimensions are not changed. Lower A-frame mounting points to remain stock.

### **Roll Cage**

Full roll cage made of steel tubing with a minimum of .090 wall 1 3/4" OD. All joints must be welded and have gussets. All roll bars in driver's area must be padded.

### **Suspension**

Cars must use a conventional spring setup with a minimum of 4 1/2" outside diameter spring. All steel components with adjustable heim joints are allowed. Aluminum tie rods and trailing arms allowed. No birdcages or leaf spring sliders allowed. Spring, shock, or rubber mount allowed on third link. No rack and pinion steering unless it came from the factory for the year, make, and model of the frame or clip used. Must be factory stock rack and pinion. No aftermarket. Steering box must be in stock location on clip or frame. Steering rag joints must be replaced with steel units. No independent rear-end, or quick changes allowed. Any type shock absorber allowed, one per wheel. No coil-overs or coil-over eliminators.

### **Wheels, Tires, & Brakes**

Any asphalt racing slick. Maximum tire width 11.5", maximum wheel width 10". No grooving or siping allowed. Wide 5 are allowed lug studs must be minimum 9/16" in diameter. All lug nuts must screw down on lug bolts with wheels installed at least to the point where the nut is flush with stud. All cars must have good OEM or better working brakes on all four wheels. Must be in working order and be able to slide car. Must be solid mount. No free floating assys, or non-furrous spindles. Aluminum hubs are allowed.

### **Engine**

No limit on cubic inch, no overhead cam V-8 allowed. Cylinder blocks must be standard factory production type. No aluminum, cylinder heads must be OEM stock. No aluminum heads. No porting, no polishing or grinding of heads allowed. Unaltered cast-iron aftermarket stock replacement heads are allowed. Block and heads must be of same manufacturer as body (Ford to Ford, GM to GM, etc...). Any unaltered intake manifold, headers are al-

lowed. Any hydraulic or solid camshaft, any single carburetor. No predators style carbs. Air cleaner mandatory. Must have two throttle return springs. Any point or transistor type distributor allowed. No magentos or crank fired ignitions. Gear drives allowed. All engines must start from drivers compartment. Engine set back for Ford and Mopar will be no further than 3" from tip of the forward most spark plug to an imaginary line between the lower ball joints. GM will be no further than 2" from the hole for the forward most spark plug to an imaginary line between the lower ball joints.

### **Transmission, Clutch, & Driveline**

Production type transmissions only. Manual transmissions must have approved scatter shield or bell housing and a working clutch. Automatic transmissions must have a working torque converter. All transmissions must have working reverse. All drivelines must be painted white, silver, or fluorescent. All drivelines must have safety hoops at both ends must be sufficient to contain driveline.

### **Exhaust System**

Mufflers required, exhaust must extend behind driver compartment. No exhaust system permitted through drivers compartment. Noise level not to exceed 90 dba at 100 feet.

### **Seats & Spoilers**

All seats to be approved aluminum racing seat. Seat and seatbelts must both be fastened to roll cage. Spoiler material not to exceed 8" above body. Spoilers not to exceed width of body or extend beyond rear bumper. No wings, sideboards, plows, or solid forward braces. No mirrors.

### **Fuel & Fuel Cell**

Must have approved racing fuel cell enclosed in 20 gauge metal. Fuel cell must be mounted to frame in trunk area and must be a minimum of 10" off the ground. Fuel cell protection bars are required on all sides and rear, subject to inspection. Rubber lines may be used only within one foot of each end. Airquip and hydraulic hose is allowed full length. Stock fuel pumps only and must be located at the engine. No electric fuel pumps, pump gas, aviation gas, or racing gas allowed. No alcohol or nitrous oxide.