

# CRUISER CLASS

## Tech Rules:

- Must have race receiver and needs to work (cruiser class: both driver & passenger must be able to hear)
- **All four brakes must lock up or won't race. You will load up and go home without pay.**
- Front & rear tow chains must be present. No D-Rings allowed
- Possible drilling of bodies & frames for metal thickness
- No tech after driver's meeting is called
- Must have ball valve for vacuum on driver's side by front door post

## Infraction of rules will be decided by Race Officials

## Number Plate

- **3-sided number plate with 10" numbers.**
- **Must be black and white numbers! Either white number plate with black numbers or black number plate with white numbers. This is so the counters can easily read your number plates, so you can be scored otherwise they will stop scoring you.**

**Cruiser safety rules pertain to driver and passenger. This includes helmets, neck roll, safety nets, door bars, windshield bars, and roll bar padding. Gas pedal or linkage cannot be operated from steering position.**

## Body

- Any Stock American made steel top cars or station wagons. No convertibles, jeeps, hearses, limos, el caminos, rancheros or trucks.
- Radiator support can be stock or fabricated out of roll bar tubing or angle iron. If stock, can add 2"x2" angle iron from fender to fender. If fabricated, radiator core support may be removed and replaced with 2"x 2" angle iron or 1 3/4" roll bar tubing. Must be in line with radiator. Top support can go from fender to fender. 1 – 1 3/4" pipe between frame rails allowed. May have bar in front of radiator – 2 bars up; 1 across; 2 bars back – must be in front of A arms
- All bodies must have steel firewall. All firewall holes and floor pan holes must be covered with metal. Aftermarket firewall OK, but needs to be in stock location (straight across from bottom of windshield post)
- May have steel under the driver's & passenger seat and leg area from center of hump to rocker panel welded or bolted to body or cage.
- Must have driver's door and passenger's door, a single rub bar no bigger than 1" x 3" and stretching no longer than from wheel to wheel and must be securely fastened. Must put 1/8" plating on drivers roll cage no longer than from post to post. (grandfathered in if previously raced body 1/8" plating not required until 2020 – if new door panel must add 1/8" plating)
- Both doors must be welded, chained or bolted shut.
- Trunk must open.
- Both doors can be reinforced from outside from rub rail down.
- Driver and passenger compartments must be open. No enclosed cockpits.
- No reinforcing of any kind on the inside of front fenders; 3/8-inch re-rod around fenders ok; welded only to fender no reinforcement to frame or bars may be welded to bumper wrap around and to rub rail. Rear quarter panel reinforced from inside: 1-1 3/4" bar out against quarter panel at rub bar height – bar can be braced to frame with 2 bars

- Single body steel. All body repairs must be made with thin sheet metal. No plating. Any patching of body must be no more than 18 gauge or thinner. After market OK, if 18 gauge or thinner. Front wheel drive bodies okay must use only sheet metal. Must be securely fastened.
- All glass, plastic, upholstery, lights, mirrors, moldings and chrome must be moved.
- Car numbers on both doors and on roof plate and easily readable. Roof plate must be 3 sided and numbers must be at least 10" tall. Letter may appear behind number but must be 8" tall. No 4 digit numbers allowed. **Must be black and white numbers! Either white number plate with black numbers or black number plate with white numbers. This is so the counters can easily read your number plates, so you can be scored otherwise they will stop scoring you. NO OBSCENE WORDS OR CHARACTERIZATIONS OF ANY KIND ANYWHERE ON CAR.**
- No adding of ballast or weight of any kind allowed anywhere in the car. (In frames, bumpers, body, etc.)
- Must start race night with a complete body – fenders, hood, doors, trunk lid, bumpers, etc.
- **No wheel tubs allowed in front fenders. Stock inter fender wells in front ok**
- **May use expanded metal or sheet steel for grill. Can't be thicker than 18 gauge. You can use that to connect front fenders, but no extra wrapping allowed front corners**
- **Can have a front hoop**

### Frame

- Repair of frame rails from rust or damage from center of rear axle forward must be of 1/8" flat steel or less, no angle iron, channel, or box tubing allowed. May have flat iron on 2 sides. No plating of frame from cowl forward.
- Center of rear axle to back bumper may be replaced with 2"x3" box tubing no thicker than 1/4" in stock location.
- Rear frame rails must be able to safely support bumper and protect fuel cell.
- Uni-body cars can connect front and rear rails together with 2"x3"x1/8" box tubing.
- All repairs must be approved by racing inspectors.

### Roll cage

- Minimum of 4-point cage securely welded to frame.
- Rear kickers are allowed but must stay in trunk area.
- Must have at least 3 door bars on driver & passenger doors. Must be plated from front post to rear post (see Grandfather clause in body)
- Roll bar padding must be used wherever the driver and passenger can reach.
- Must have "X" brace between rear posts of cage.
- Safety is PRIORITY. Cages will be inspected. Cages appearing unsafe will not race.

### Fuel Cells

- Must be in trunk area.
- Must be a manufactured racing fuel cell with steel canister.
- Must be securely fastened down to angle iron or pipe between frame rails. Steel straps around fuel cell not just bolted to floor. No ratchet straps will be approved.
- Must have check or rollover valve and be leak proof.

### Fuel

- No racing, aviation or E-85 fuel. Pump gas ONLY.
- No scented or colored fuel.
- Fuel line inside driver's area must be inside metal tubing.

### Fuel cell protection

- May weld in a bar no wider than frame rails across back of trunk with 2 bars going down and 2 bars going ahead to frame or cage kickers to form a cage around fuel cell for protection. Bars can be no larger than 2". Not required but recommended. If lose rear bumper may not race if fuel cell is not protected.
- **Plate under fuel cell cannot be thicker than 10 gauge or 1/8" steel**

### Bumpers

- Front and rear tow hooks mandatory.
- Steel bumper mounts only. No sharp edges allowed on bumpers, rub rails or bolts. One of two bumper options must be used and must be OEM height: OEM bumpers not covered by plastic nose or tailpiece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. No bars past outside edge of body other than rub rails.

Aftermarket fabricated bumper are allowed there are two options:

1. 2"x3" box tubing 1/8" thickness
2. 2 – 1 3/4" tubes no wider than 3 inches apart

Either option must be capped on both ends and fastened to fender

- No reinforcing of bumpers
- Must be securely fastened to frame
- Bumper ends can be capped and welded to the body with small strips of metal no taller than bumper. Must have a chain or strap no larger than 2"x1/8" to fasten bumper to frame.
- Plastic aftermarket noses and tail pieces allowed.
- Must start night with front and rear bumpers. If you loose rear bumper, you may not race without proper fuel protection.

### Rear Ends

- Floaters allowed, NO quick changes.
- Can be welded posi
- **Lower control arm bolt holes must be 2.25" to 2.5" from bottom of housing**

### Brakes

- All four brakes must work. Must lock upon inspection.
- No aftermarket brake set-ups. No brake bias
- Rear discs brakes allowed

### Shocks

- **One unaltered steel, nonadjustable OEM mount shock, in OEM location per wheel.**
- **All shocks must completely collapse at any times.**
- **No external or internal bumpers or stops**
- **No bulb type, threaded body, coil over, air, or remote reservoir shocks.**
- **Maximum 2.125 in OD. Shock body**
- **No gas port, Shrader or bladder type valve allowed.**
- **No coil over eliminators**
- **Rear OEM shock location is 4.5 in from bottom of housing to center of bolt hole and centered on control arm bracket.**

### Springs

- Stock. Stock mounts, stock locations, and no spacers.
- No weight jacks or weight jack bolts

- No adjustable spring cups

### Suspension

- Stock upper and lower A-arms. Non-adjustable tubular OK.
- Stock rear end control arms.

### Steering

- Must make more than 2 complete revolutions from lock to lock.

### Drive Shafts

- Must be painted white. Must have at least 1 strap or chain under drive shaft 18" behind transmission.

### Battery

- One automotive type battery
- **Must be securely fastened down with steel straps – no ratchet straps or bungee cords**
- **Must be covered.**

### Wheels and tires

- Must use 1" lug nuts.
- Can use stock or racing rims
- Can have right rear bead lock
- 4-ply passenger car tires or racing tires. G-60 or smaller
- Maximum 8" wheel and 8" tire. No LT tires.
- Protection around valve stem allowed. No wider than bead.

### Radiator

- Radiator in stock location.
- Aftermarket radiator ok.
- May have two 2"x1/8" straps from radiator support to bumper no wider than frame rails.
- May have maximum of one 1 3/4" bar in front of radiator. Example – 2 upright bars, one across and two bars back to in front of A-arms. No wider than frame rails.

### Engine

- Stock GM-GM, Ford-Ford, Mopar-Mopar -----STOCK MEANS STOCK
- Cast iron factory heads. No aluminum heads – No aftermarket heads.
- No roller rockers or roller tip rockers. No roller cams.
- Cast iron factory intakes. No aluminum intakes. Must have unaltered OEM factory intake. No high rise or marine intakes.
- Must have stock carburetor for make of car. GM on GM, Ford on Ford, Mopar on Mopar. Unaltered OEM carburetor can have adapter plate four to two barrel. No Holley or aftermarket carburetors. Fuel injected engines allowed. Electric fuel pumps must have rollover or crash shut off.
- Engine must be in stock location.
- Engine must carry at least 15 inches of vacuum at 1000 rpm.
  - **Flat Top or dish pistons only**
- Distributor must be stock appearing. No MSD ignition
- Transmission coolers allowed. If in driver's compartment no more than 4" of rubber line exposed.
- No fabricated headers allowed. Stock exhaust manifolds. No aftermarket.
- Engine gauges allowed (tachometer, oil pressure, water temp, etc.)
- All ignition rotors, caps, coils and modules must be OEM appearing

- No porting, polishing, or alterations of any kind to heads or intake
- Engine must be in OEM location. Engine must be OEM appearing and must be able to be used in a conventional passenger car without alteration.
- **After market power steering pump ok**
- **After market pulleys are ok**

**Driver Protection –ALL MUST BE IN GOOD CONDITION**

- Racing seat mandatory.
- Fire suits MANDATORY – TOPS AND BOTTOMS. Gloves and racing shoes are recommended but not required.
- Must have 5 point safety harness.
- Closed face helmet and neck roll required.
- Must have window net.
- Must have 4 vertical bars in front of driver & passenger. Must cover from cage post to center of windshield – min 3/8" rod