



MODIFIED RULES

ANY CAR, TEAM AND/OR DRIVER THAT DOES NOT MEET THESE SPECIFICATIONS AND/OR EQUIPMENT REQUIREMENTS WILL BE SUBJECT TO PENALTIES AS DETERMINED BY THE OFFICIALS. Any new components, including engine components, body designs, frame designs and/or components of any type utilized in competition must be approved by OCFS prior to being introduced into competition.

General Safety:

A: 2010 Snell helmet or newer mandatory.

B: Seatbelts no older than 24 months.

1. Engines General and Location

A.) Conventional stock type V-8 engines (OEM American long block – GM, Ford and Chrysler) with the cam in the block will be permitted. Aftermarket DART and Merlin cast iron engine blocks will be permitted.

B.) A maximum displacement of 467 cubic inches will be permitted with a minimum displacement of 396 cubic inches. An overall maximum tolerance of 10 cubic inches for wear will be permitted = 477 cubic inch maximum.

C.) Aluminum engine blocks will not be permitted.

D.) Reverse rotation engines will not be permitted.

E.) The engine must be centered in the front of the chassis and placed in an upright position.

F.) Engine set back will be as follows; Minimum is 56"-inches and a Maximum of 66"-inches with a tolerance of ½"-inch (+/-). The setback will be measured from the centerline of the front axle to the rear machined surface of the engine mounting plate.

G.) In the event that there are new engine components and/or a new engine configuration, they must be submitted to OCFS Officials and approved prior to being introduced into competition. Only OCFS Officials will be able to approve new engine and previously unapproved engine components.

2. Carburetor

A.) All engines must be normally aspirated with a single conventional-type four (4) barrel carburetor utilizing Holley components. The metering blocks and the base plate may be altered.

B.) A maximum of four (4) venturis will be permitted.

C.) Fuel injection, nitrous oxide injection, turbo chargers and/or superchargers will not be permitted.

D.) Fuel and/or air must enter the carburetor through the standard air path / venturis as is typical in a stock OEM carburetor.

E.) In-line venturis will not be permitted.

F.) A minimum of three (3) throttle return springs mounted in different locations and a metal toe loop mounted on the gas pedal will be required. The throttle return springs must be mounted in separate locations.

3. Intake Manifold

A.) Any single plane American production cast aluminum or cast iron intake manifold that permits the mounting of only one four (4) barrel carburetor will be permitted. **No welding or epoxy permitted.**

B.) Porting of the intake manifold will be permitted.

4. Cylinder Heads

A.) Any design cylinder head manufactured from cast aluminum or cast iron will be permitted. The minimum angle valve angle for any Chevrolet and/or GM type cylinder head will be 18 degrees. Ford and/or Chrysler cylinder head(s) must be approved by OCFS Officials prior to being utilized in competition.

B.) Porting will be permitted.

C.) Valves must remain in a traditional type pattern, but may be any size.

D.) Only two (2) valves per cylinder will be permitted. **E.)** Only one (1) spark plug per cylinder will be permitted.

F.) Titanium valves and retainers will be permitted.

G.) The engine must have an operating self-starting mechanism. Vehicles that require a "push start" will start in the rear of the field.

H.) The Airflow Research Oval 300 Heads (a 24 degree head) will be legal at OCFS, Lebanon Valley Speedway and Albany Saratoga Speedway. The weight is posted at 2400lbs., NO touching of factory ports, or CC Markings. Intake can be matched. These heads will be checked at the end of events. Titanium valves will be legal on the intake side. The overly competitive rule applies if needed.

5. Camshaft

A.) Any design camshaft will be permitted, provided the camshaft remains in a stock location in the engine block.

B.) Chain or belt drives will be permitted.

C.) Overhead cams and/or similar type applications will not be permitted.

6. Pistons, Connecting Rods and Crankshaft

- A.) Only aluminum pistons will be permitted.
- B.) Only steel or cast iron crank shafts will be permitted.
- C.) Any design, length and/or make of magnetic steel connecting rods will be permitted.
- D.) Titanium crankshafts and/or connecting rods will not be permitted.

7. Ignition

- A.) Any type of mechanically driven ignition located in the stock position will be permitted.
- B.) Crank trigger type ignition systems will not be permitted.
- C.) Only one (1) ignition coil and one (1) ignition amplified box will be permitted in the system and on the car.
- D.) Magnetos will be permitted.
- E.) Ignition boxes must remain as manufactured. Internal or external alterations to the ignition amplifier box will not be permitted.
- F.) From time-to-time ignition boxes may be impounded for inspection and/or exchanged and/or analyzed by the ignition amplifier box manufacturer.
- G.) No traction control devices permitted.
- H.) All ignition wiring must remain as designed by the manufacturer and in an exposed manner for ease of inspection.
- I.) One American Passenger Car sized battery with a maximum of 16 volts will be permitted. The battery voltage must not measure more than 16.8 volts. Step up transformer and/or any other device designed to increase voltage will not be permitted.
- J.) The battery must be securely mounted inside the frame rails.
- K.) It is recommended All cars must have an ignition switch, which is easily accessible by the driver and/or safety crew and clearly labeled ON/OFF in the driver's compartment.
- L.) A battery shut-off switch is mandatory. The switch must be clearly labeled ON/OFF. The switch must be mounted on the left side inner panel (above the steering post). The switch must be outside the panel and easily accessed externally. The switch must be wired to shut off the hot (pos +) side. See diagram in the back of this rule book.

8. Lubrication/Oiling System/Oil Cooler

- A.) Only a conventional type wet or dry-type oil pump will be permitted. Internal or external pumps will be permitted. Multi-stage dry sump oil pumps driven by a standard belt drive will be permitted.
- B.) One oil tank and one oil cooler will be permitted within the oiling system.
- C.) Only magnetic steel or aluminum oil pans will be permitted.
- D.) Air-type and/or vacuum-type pumps for the purpose of removing air from the oil pan and/or system will not be permitted.
- E.) The oil pan must have a one (1") inch diameter inspection hole on the left side to permit inspection. If no inspection hole is present, the oil pan must be removed for inspection.
- F.) The oil tank and the oil cooler may be mounted outside the frame rails.
- G.) The maximum capacity of the oil tank must be 12 US quarts.
- H.) The oil tank and the oil cooler must be fully enclosed by the body and must be securely mounted and positively fastened to the frame. Reference the drawing in the back of this rule book for the minimum oil cooler specifications.
- I.) Excessive bracing and/or mounting material will not be permitted.
- J.) Oil coolers mounted outside the external body work will not be permitted. All oil cooler hoses and/or plumbing must be in a sheath (protective covering) and remain under the body.
- K.) Oil coolers must be mounted under the hood or under the side wings/pods. Oil coolers mounted behind the driver will not be permitted. Oil coolers that are not under the hood must have ducting covering them on both sides and remain below the bodywork. Unless mounted under the hood the oil cooler must be mounted horizontal and flush with the cut out in the side wing/pod area.

9. DIRT 500 ENGINE

The DIRT 500 Big Block Engine (CV Products Part Number: DIRTCAR 500) has been introduced as an optional engine in regard to an economical option for competitors to utilize. Following are the specifications:

- A.) The DIRT 500 Big Block engine will have a maximum cubic inch displacement of 499.900 cubic inches with a compression ratio of 13.5:1. The engine must maintain the stock 4.600"-inch bore and the 3.760"-inch stroke.
- B.) The DIRT 500 Dart Engine block must remain unaltered. Alterations, such as lightening of the engine block and/or the removal of any material from the engine block will not be permitted. The method for inspection will be to „pump“ the engine to measure the cubic inch displacement and „whistle“ the engine for the compression ratio, in addition to initial visual inspection for the DIRT labeled components.
- C.) The DIRT 500 Dart cylinder heads and intake manifold must remain unaltered as manufactured. The addition of material, including epoxy to either the cylinder heads and/or intake manifold will not be permitted. Alterations such as lightening and/or the removal of any material from the cylinder heads and/or the intake manifold will not be permitted. Cylinder head and/or intake manifold porting and/or matching will not be permitted.
- D.) The DIRT 500 Stef's aluminum oil pan must remain unaltered. The oil pan has an inspection hole manufactured for visual inspection.

- E.)** The use of titanium connecting rods and/or valves will not be permitted.
- F.)** The maximum valve stem size will be 5/16"-inch for the intake valve and a maximum of 11/32"-inch for the exhaust valves.
- F.)** The DIRT 500 MSD distributor, included with the DIRT 500 Engine, must remain unaltered and must run with a 7,800 RPM chip. During any post-race technical inspection, the hood must remain on and in-place until a Super DIRT Series and/or DIRT Inspector is present.
- G.)** In the event DIRT 500 Engine requires a repair and/or rebuild the following process must be followed
- 1.) Contact the OCFS Technical Officials and inform them of the repair or the rebuild for tracking purposes.
 - 2.) Alterations to the engine block, cylinder heads, intake manifold, oil pan and/or distributor/ignition system will not be permitted. If any of those components require replacement and/or repair the replacement must be the same as the original part and part number issued with the original DIRT 500 Engine Package. The new components must remain unaltered as if the engine were new.
- H.)** OCFS reserves the right to adjust and/or specify the rules to maintain a level field of competition.
- I.)** The following is the original parts chart for the DIRT 500 Big Block Engine (CV Products Part Number: DIRTCAR 500):

PART Manufacturer	
ARP	Carburetor stud kit
ARP	Engine accessory bolt kit
ARP	Head bolt kit
Bosch	Spark plugs
Calico	Connecting rod bearings
Calico	main bearings
Callies	Two-piece seal, 3.760 stroke with standard 2.200 rod journals
Canton	Canton oil pump adapter
Cloyes	Timing set
Cloyes	Cam button
Cometic	Complete engine gasket kit
CV Brand	Timing pointer
CV Brand	Timing cover
CV Brand	Serpentine drive kit
CV Products	Water pump pulley
CV Products	Pulley spacers
CV Products	Crank pulley
CV Products	Crank hub
CV Products	Power steering pulley
CV Products	Pulley adapter
CV Products	Power steering pump mount
Dart Machinery	Steel engine block
Dart Machinery	Aluminum cylinder heads
Dart Machinery	Aluminum intake manifold
Denso	Alternator pulley
Denso	Alternator bracket
Denso	Alternator
Diamond Racing Products	Diamond pistons
Diamond Racing Products	Diamond pins
Diamond Racing Products	Diamond locks
Diamond Racing Products	Diamond piston rings
Edelbrock	Water pump
Enders	Enders camshaft
Gibb's Racing Oil	Break in oil
Goodyear	
HVH	2" carb spacer
Manley Performance	Intake valves
Manley Performance	Exhaust valves
Manley Performance	Titanium retainers
Manley Performance	Valve locks
Manley Performance	Spring cups
Manley Performance	Spring kit
Manley Performance	Connecting rods
Manley Performance	Pushrods / intake
Manley Performance	Pushrods / exhaust
Moroso	Crankcase evac
MSD Ignition	Distributor/mag
MSD Ignition	Distributor hold down kit
MSD Ignition	Spark plug wires
Precision Parts	Balancer
Spin	Fuel pump pushrod
Spin	Fuel pump
Spin	Power steering pump
Stef's Performance	Low profile valve covers pair
Stef's Performance	Aluminum oil pan with heater &

Stef's Performance
T&D
Wix Filters
Xceldyne X2

inspection port
Modified oil pump & pick-up
T & D rockers
Oil filter
Lifters

10. Transmission/Driveline and Driveline Components

- A.) Only approved North American and/or Canadian manufactured manual shift transmissions will be permitted. Automatic and/or automatic-type transmissions will not be permitted.
- B.) Overdrive and/or under-drive transmissions will not be permitted. Input ratio from engine to output ratio driveshaft must be one to one at final.
- C.) Running through reduction gears will not be permitted. The transmission must be direct drive to the rear end.
- D.) The transmission must have working gears. Forward, neutral and reverse must be working. From the neutral position and with the motor running, the car must be able to go forward and/or a backward in a smooth manner. The car must start and move under its own power.
- E.) The transmission must bolt to the bell housing.
- F.) Driveline components made of carbon fiber will not be permitted.
- G.) A maximum of two (2) universal joints per driveline will be permitted.

11. Driveshaft

- A.) Only one (1) drive shaft connected from the transmission to the center section of the rear end will be permitted.
- B.) Two (2) driveshaft hoops / rings a minimum ¼"-inch thick x 2"-inch wide magnetic steel must be positively fastened by two (2) 3/8"-inch grade 5 bolts to the frame and/or torque arm side plates installed around each universal joint.
- C.) The drive shaft must have some type of drive shaft cover/shield. Cars with open drive shafts must have a drive shaft tunnel a minimum of 1/8"-inch thick magnetic steel extending from 2"-inches under the front edge of the seat to the back of the transmission covering the shaft and the universal joint(s) and output flange on top and both sides. The tunnel must extend down to the floorboards. The cover must be positively fastened with a minimum of four (4) 3/8"-inch diameter bolts at the bottom connected to a cross-member. The cover must be a solid unit with no cuts and/or holes and/or removed material for the purpose of weight reduction. The only hole may be for the gear shift control.
- D.) Closed drive type cars, torque tubes and/or bells that already have a 360 degree cover from the universal joint back to the seat will be permitted.

12. Engine Cooling System/Radiator

- A.) Only one (1) radiator will be permitted. The radiator must be mounted vertically in front of the engine. Radiators mounted on an angle will not be permitted.
- B.) Plastic and/or carbon fiber radiators will not be permitted.
- C.) Auxiliary cooling tanks and/or overflow cans and/or canisters will not be permitted in the cockpit.
- D.) Electric fans and/or water pumps will not be permitted.

13. Rear End

- A.) Only competition type rear ends will be permitted.
- B.) Hypoid-type and/or Nine (9") Ford-type and/or limited slip-type and/or lockers and/or two speed rear ends will not be permitted.
- C.) Only solid aluminum and/or magnetic steel spools will be permitted.
- D.) Only steel and/or aluminum rear spindles will be permitted. If the rear spindle is machined from aluminum it must be a one-piece tube and spindle with a minimum outside diameter 2-7/8" and a maximum 2-1/2" inside diameter.
- E.) Live rear ends with aluminum and/or steel axles will be permitted.
- F.) A maximum rear end offset of 4"-inches from the center of the inside tire width when measured from the inside of the left rear tire to the inside of the right rear tire at axle height. Refer to the drawing at the back of this rule book.

14. Fuel, Fuel Cells and Fuel System

- A.) All cars must have fuel cells that meet and/or exceed SFI 28.1/2 and/or FT3 specifications and must be not be older than five (5) years from the date of manufacture. The fuel cell must have a maximum capacity of 24.5 US gallons and must remain in a rectangle and/or square shape for measuring and calculating capacity. The fuel cell must be mounted securely in its container and centered between the frame rails. Pressure tanks on fuel systems will not be permitted. Auxiliary fuel tanks will not be permitted.
- B.) The maximum capacity of the fuel when measured empty and/or dry will be measured in cubic inches utilizing the standard formula of length (minus ½"-inch) x width (minus ½"-inch) x depth (minus ½"-inch) will be 5,660 cubic inches.
- C.) The foam in the fuel cell must remain unaltered. A minimal cut in the foam will be permitted in the shape of a square or a rectangle. The cut may be no more than 1,000 square inches. The foam must retain the factory cut.
- D.) The fuel cell must be enclosed completely in a rectangle and/or square container that is a minimum thickness of 20-gauge magnetic steel. An aluminum container may be used as an option and must be a minimum of .060"-inch in thickness.

- E.) The fuel cell and/or the container material around the fuel cell must not be able to expand in any way. Tank panels that are bowed and/or bellied and/or positioned to create additional capacity of the fuel cell will not be permitted. Oversized filter housings, fuel coolers, oversized lines, fuel logs and/or any other device that increases the capacity of the fuel system will not be permitted.
- F.) Only one (1) fuel filter with a maximum capacity of one (1) US quart will be permitted with one (1) carburetor fuel log with a maximum outside diameter of 1-1/2"-inches. The fuel log must remain straight without bends and/or curves and must be a maximum of 16"-inches in length. Plastic and/or glass fuel filters will not be permitted.
- G.) Fuel coolers of any type will not be permitted.
- H.) The entire fuel cell container must be visible for ease of inspection.
- I.) The fuel cell must be mounted behind the driver rear axle between the rear tires, a minimum of 4"-inches ahead of the rear bumper.
- J.) The fuel cell must be mounted with a minimum of two (2) .125"-inch thick steel straps a minimum of 1"-inch wide. The straps must cover the entire cell. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of 5/6"-inch ASTM Grade 8 bolts must be used to mount the fuel cell to the frame.
- K.) The bottom of the fuel cell container must be a minimum of 12"-inches from the ground.
- L.) A horizontal bar a minimum of 1"-inch in diameter and .095" in wall thickness must be mounted behind the fuel cell.
- M.) The fuel pick up must be positioned on the top of the fuel cell and be constructed of metal. The vent line must have a check valve.
- N.) Only D & C type Fuel. **VP is the only racing fuel permitted at OCFS.** Fuel may be subject to inspection and testing at any time.
- O.) For the purpose of inspection, the driver and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.
- P.) Only mechanical and/or belt driven fuel pumps will be permitted. Fuel injection system(s) and/or electrical fuel pumps and/or any type of pressurized fuel system will not be permitted.
- Q.) A #10 line will be the maximum size fuel line permitted.
- R.) For all events that require a fuel stop the quick fill connect must be located in the upper corner of the left rear quarter panel. The filler tube must take a straight and direct route to the fuel cell from the quick fill connect. Only one fuel filler tube is permitted with a maximum outside diameter of 3"-inches. Quick fill tubes constructed of rigid materials such as aluminum will not be permitted. When a quick fill device is utilized there must be a vent line with a maximum inside diameter of 1-1/4"-inches. The fuel vent line must take a straight and direct route from the fuel cell to the quarter panel and must be able to accept a catch-can with a one-way check valve. The fuel vent line must positively fasten to the left rear corner of the rear panel.
- S.) The catch can man may not stand behind the rear bumper of the car during pit stop refueling.
- T.) Any fuel lines quick fill and/or fuel vent lines must not be visible from behind the car and must be contained within the rear panel which must be symmetrical in size and shape.
- U.) Onboard fire suppression systems are recommended.

15. Exhaust - Muffler and Sound Reduction Devices

- A.) Each car must have one (1) unaltered muffler per exhaust. No sleeving of mufflers.
- B.) The exhaust must exit past the driver and the exhaust must flow toward the rear of the car in an upward manner away from the racing surface. Exhaust systems that face the outside of the car will not be permitted.
- C.) Each muffler must have a tail pipe that is a minimum of 10"-inches long when measured off the rear edge of the muffler.
- D.) Cross-over and/or the joining of exhaust systems from side-to-side will not be permitted.
- E.) Any manufacturer of exhaust header is permitted, but the header material must be magnetic steel and/or stainless steel.
- F.) The permitted mufflers include: Dynamax part number: 17224, 17539 and 17628; Extreme Muffler part number(s): 31530, 31535, 31230, 31235 or 30830.
- G.) Several tracks have a locally enforced decibel rule, which preempt any particular muffler rule. Some tracks may have a maximum sound level rule of 95 decibels at 100 feet. This rule will be enforced by local government agencies. Such decibel rules preempt utilizing the required mufflers in sub-section 15.3.

16. Traction Control Devices

- A.) All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.
- B.) Adjustable ping control devices, dial a chip controls, timing controls and/or automated throttle controls will not be permitted.
- C.) Adjustable restrictor plates will not be permitted.
- D.) Remote control components of any-type will not be permitted.
- E.) Radios and/or devices for transmitting voice and/or data will not be permitted, unless otherwise authorized prior to any event.
- F.) Data acquisition systems will not be permitted.

17. Chassis/Frame

- A.)** All frames must be fabricated utilizing 2"x4" rectangular magnetic steel tubing with a .120" wall thickness. Only 2"x4" rectangular box frames between the front and rear axle centers will be permitted. The 4"-inch side of the rectangular tubing must remain in the vertical position. For the purpose of inspection one 3/16" diameter hole may be drilled in each frame rail. Other holes will not be permitted. Round tubing must be either 1-1/2" outside diameter and/or 1-3/4" outside diameter with wall thickness of .095"-inches.
- B.)** Frame width will be as follows; At the front shock towers a minimum 24" and a maximum of 35"-inches. Rear of the car is a minimum of 26" with a maximum of 35"-inches. The minimum frame width at the rear roll bar must be 26"-inches. All measurements will be taken from the outside of the frame rails, at the top and bottom of the frame rails and its longest length. Clips, sub-frames, etc., will be considered a part of the frame.
- C.)** The minimum length of the 2"x4" frame rails begins 14"-inches in front of the centerline of the rear axle and extends to the front of the radiator. The left and right rails (both top and bottom) must be equal in distance from the driveline centerline along the total length of the frame. Offset frame rails will not be permitted. A maximum 4"-inch indent in the lower left rear frame rail for suspension clearance will be permitted. The two (2) upper frame rails in the engine compartment may be altered for engine clearance only.
- D.)** The kick-ups must meet the same specifications as the roll cage and/or frame material.
- E.)** Titanium and/or carbon fiber material(s) will not be permitted on the chassis and/or frame.
- F.)** There must be a minimum of 2-1/2"-inches ground clearance from the chassis at its lowest point.
- G.)** Metal, lexan, rubber air dams, fins, spoilers, skirts and/or air directional devices underneath the car will not be permitted.
- H.)** Ground effects will not be permitted.

18. Seat Location & Mounting in Frame

- A.)** The seat and steering wheel must be centered in the frame. Offset mounting of the seat and/or steering wheel will not be permitted.
- B.)** The bottom rear of the seat must be a maximum of 16"-inches from the centerline of the rear axle. Refer to the drawing at the back of this rule book.

19. Weight / Ballast

A.) All cars will be weighed with the driver seated in the car. The minimum weight permitted before and/or after an on-track event will be measured by the track scales. The track scales will be the official scales. All cars found to be light prior to any event, time permitting will be allowed to make the necessary adjustments and represent themselves at the scales. The number of cars to be weighed after an event will be announced at the driver's meeting and/or on the one-way radio. If a car is signaled to go to the scales in any fashion and does not report to the scales at the appropriate time, that car may be disqualified from the event. Any car that is found to be light following time trials and/or a qualifying event will be disqualified from that particular race and may make the necessary adjustments and represent themselves for that car's assigned consolation event. If a car is found to be light after the feature event, that car will be disqualified from the event.

***All Big Block Modifieds utilizing a Big Block engine per this rule book must maintain a minimum weight of 2,500 lbs following the completion of any event.

***All Big Block Modifieds utilizing a DIRT 500 Big Block engine per this rule book must maintain a minimum weight of 2,400 lbs following the completion of any event.

***All Modifieds utilizing a 358 Modified engine with the Brodix "Spec" heads, ported intake or "tri-y" exhaust must maintain a minimum weight of 2,450 lbs following the completion of any event.

***All Modifieds utilizing a Brodix "Spec." DIRT 358 Modified engine with the stock intake manifold (reference 15.3.A.; 15.1.3; 15.1.2 A.) and spec. Schoenfeld headers and a steel or aluminum oil pan must maintain a minimum weight of 2,350 lbs following the completion of any event.

*** All Modifieds utilizing a ported steel head DIRT 358 engine per this rule book must maintain a minimum weight of 2,600 lbs following the completion of any event.

***All Modifieds using a CT525 Crate Engine must weigh a minimum of 2350 lbs open exhaust.

***W16 engine must weight a minimum 2275 lbs.

B.) Any small block (short block in length) running with the Big Block Modifieds may only have a maximum engine displacement as specified by the Small Block Modified rules and the car must follow all Small Block Modified rules.

C.) This is during Point Season Only.

D.) All weights and/or ballast must be positively fastened and mounted within the vertical planes formed by the frame rails and must remain stationary during competition. All weight(s) must have a minimum of two (2) 1/2"-inch diameter, grade 5 bolts and/or studs passing completely through the weight. Bolts and/or studs must be anchored to a suitable clamp to fasten it to the frame. Bolts and/or studs welded to the frame will not be permitted.

- E.) All weights must be painted white and clearly labeled with the car number on it. For the period of one event, competitors may label their weight with white duct tape with the car number clearly labeled on the duct tape.
- F.) Ballast and/or weight may not be mounted to the roll cage above the rear deck.

20. Body

BODY STYLE AND DIMENSIONS

ALL MEASUREMENTS MAY BE TAKEN WITH OR WITHOUT DRIVER AND/ OR WITH OR WITH OUT FUEL. TOLERANCE PERMITTED ON ALL BODY DIMENSIONS IS MAXIMUM OF +/- (PLUS OR MINUS) ½"-INCH (ONE-HALF INCH). THIS IS A TOLERANCE, NOT A DIMENSION THAT IS INTENDED TO BE ADDED TO THE BODY DIMENSIONS.

21. General Body

- A.) Mirrors and/or reflective devices will not be permitted.
- B.) OCFS Officials reserve the right to request body and/or sheet metal to be replaced and/or painted if it has any sharp edges and/or does not appear presentable. Presentable is at the discretion of OCFS Official.
- C.) The maximum rear spoiler height, regardless of ride height, may not exceed 50"-inches. The rear spoiler must be able to provide the driver following a view of the track ahead.
- D.) A full magnetic steel windscreen and/or rock guard is required. The windscreen and/or rock guard must have an individual hope opening of 2" x 1" with a minimum of 1/16" thickness. Chicken wire type and/or aluminum screens will not be permitted. The windscreen and/or rock guard must cover the entire windshield area across the front of the roll cage and from the top of the roll cage down to the base of the cowl and/or hood. In addition, clear lexan-type and/or safety glass windshields will be permitted. If the lexan and/or safety glass is utilized it must be shatterproof and mounted behind the windscreen and/or rock guard. Any additional windshield must not obstruct the driver's exit of the vehicle.

22. Body Material

- A.) Only magnetic steel and/or aluminum will be permitted for all inner and outer body panels.
- B.) Vertical material (plastic and/or rubber-type), with a material thickness between .090"-to-.125"-inch and a minimum height of 8"-inches from the bottom of the quarter panel will be permitted, provided both doors and/or quarter panels maintain the same length and height with or without the plastic (symmetrical). An overlap of two (2") inches to secure the door(s) extensions will be permitted. The door(s) must maintain a minimum of six (6") inches of ground clearance including the additional material extending below the metal body. The overall dimensions of the door(s) and extensions must meet the specifications.
- C.) Only a single piece fiberglass roof will be permitted.
- D.) Only fiberglass and/or aluminum hood, hood scoop, windshield cowl, rear interior tire clearance cover will be permitted.
- E.) Only clear lexan will be permitted for the rear spoiler and rear wing windows. Decals and/or lettering will not be permitted on the rear spoiler and/or rear wing windows.

23. Roof

- A.) A one-piece fiberglass roof, single ply, one contour inside and out will be permitted. Carbon fiber and/or any other composite type materials will not be permitted. All roll bars must remain exposed. Vertical material of any type used to mount the roof that may cover the roll bar will not be permitted. The roof must weigh a minimum of 10 lbs.
- B.) The roof must be centered from side-to-side on the roll cage and on the frame. Offset bodies will not be permitted. The leading edge of the roof must be positively fastened in a stationary position a minimum of 33"-inches and a maximum of 48"-inches in front of the rear axle centerline. The roof must be securely and positively fastened on all sides.
- C.) The minimum length of the roof is 48"-inches with a maximum of 60"-inches. The minimum width of the roof is 48"-inches with a maximum of 52"-inches. The roof must be of the turtleback style and shape with a minimum of ¾"-inch belly from front-to-rear and ¾"-inch from side-to-side. The roof -contour must fit the roof template patterns. Flat roofs will not be permitted. The maximum front lip must be ½"-inch. The maximum side edge(s) must be 1-1/8"-inch break.
- D.) Changes to the shape and/or location of the roof at any time during competition will not be permitted.
- E.) The maximum overall height of the car is 61"-inches with a minimum of 52"-inches measured from the ground.
- F.) The maximum roof angle is 5 degrees when measured with the gauge.
- G.) Any proposed roof design that deviates from the preceding rules must be submitted to OCFS for approval and approved before being presented for competition.

24. Front Door Posts

- A.) Only a one (1) piece magnetic steel and/or aluminum front door posts and/or „A"-pillars a minimum of .050"-inches with a maximum of .090"-inches will be permitted. The side of the front door post must measure a maximum of 2"-inches. The front door post may be bead rolled and/or have a lip and/or flange for re-enforcement, but the re-enforcement must not exceed a maximum 3/8"-inch., in width.

- B.) The door post may be fastened with a minimum of two (2) 3/16"-inch bolts to the door bracket for ease of fabrication.
- C.) Additional material, air directional devices, lexan vent windows and/or excessive material will not be permitted in the corner of the front door post, where the post meets the door panel. Any additional material, air directional devices and/or vent windows must be a maximum of 10"-inches in length.
- D.) There will be no tolerance on the front door post measurements.

25. Rear Wing Windows / Side View / Rear View

- A.) All rear wing panels and windows must resemble a current production OEM style body. Only manufacture approved rear wing panels and windows will be permitted for competition. Any non-manufacture rear wing panel must resemble and/or meet the criteria as the submitted rear wing panels and/or windows.
- B.) The upper profile must not extend above a straight line projected from the rear of the roof to a point 3"-inches higher than the rear deck. A minimum 2"-inch indent in the profile, so as not to make the panel a fast back is mandatory.
- C.) The maximum base length will be 61"-inches. The left and right must be of the same style and dimensions (symmetrical).
- D.) All rear wing windows/opera-type windows must be on average 160 square inches in size. (Approximately 10"-inches tall x 16"-inches long). Only clear lexan windows with no bends or breaks will be permitted.
- E.) Decals and/or lettering will not be permitted on the rear wing windows.
- F.) The rear view of the wing window must go in a straight line from the top of the quarter panel (tangent) or bodyline to the roof with a maximum gradual bow of 2"-inches in the center of the wing window.

26. Body Width and Ground Clearance

- A.) The body width, when measured at any point along the body line from front-to-back will be a maximum of 68"-inches and a minimum of 64"-inches.
- B.) A minimum chassis ground clearance of 2 ½"-inches will be permitted.
- C.) Fan and/or ground-effect cars will not be permitted.
- D.) Rubber skirts, fins, air directional devices and/or spoilers of any type under the car will not be permitted.
- E.) A 2"-inch maximum air deflector in front of the radiator for engine cooling will be permitted.

27. Door Panels

- A.) The side door panel(s) will be a maximum of 85" inches and a minimum of 60"-inches in front of the centerline of the rear axle. The door(s), front door extensions and rear quarter panels must be flat and mounted in a vertical position. They must remain flat. Louvers, bead rolls holes and/or protrusions from top-to-bottom will not be permitted. Holes will be permitted for rub rails/nerf bars. A maximum 1"-inch long lip/flange at a 45 degree outward angle ½"-inch away from the sheet metal for reinforcement will be permitted at the top and bottom of the door(s) panels. All outside sheet metal, door panels, door extensions, air dams, front nose and/or hood fins must be the same shape, size and angle on both sides of the car. The door(s) must match each other from side-to-side (symmetrical).
- B.) Bead rolls around the outside perimeter of the door panels and the wing windows will be allowed. Bead rolled edges must face toward the center of the chassis.
- C.) The front door(s) extensions will be a maximum of 20"-inches behind the front axle centerline.
- D.) The top front corner of the door when measured from the ground will be a maximum of 38" and a minimum of 30"-inches when measured 60"-inches from the rear axle centerline. The rear of the door when measured from the ground will be a maximum of 42"-inches to the top of the door when measured 16"-inches from the center of the rear axle centerline of the rear forward.
- E.) The ground clearance on the bottom of the doors must maintain a maximum of 12"-inches and a minimum of 6"-inches from the ground.
- F.) A maximum lip and/or flange of 1-1/2"-inches rounded at 90 degrees and facing inward only, on the top and bottom door(s) and rear quarter panel(s) will be permitted.
- G.) A lip and/or flange angled out at a maximum angle of 45 degrees, extending away from the door at a maximum of ½"-inch and a maximum of 1"-inch in length before it bends inward for strength at the top of the door(s) and/or rear quarter panel(s) will be permitted.

28. Rear Quarter Panels

- A.) The rear quarter panels must be symmetrical in height, with or without plastic.
- B.) The rear quarter panels must be a maximum of 47"-inches and a minimum of 40"-inches from the ground at the rear and continue in a straight line with the top of the door.
- C.) A maximum 2"-inch fender flare may be used, but the overall body width must maintain a maximum of 68"-inches.
- D.) The rear quarter panels may extend rearward a maximum of 48"-inches at the top and a maximum of 44"-inches at the bottom when measured from the center of the rear axle to the rear of the car.
- E.) A maximum of 16"-inches and a minimum of 8"-inches of ground clearance (when measured from the ground to the bottom of the rear quarter) will be permitted.

F.) The plastic / rubber material utilized on the rear of the car may extend a maximum of 16"-inches from the ground to a minimum of 8"-inches from the ground on either side of the car (symmetrical). The panels may have one side plastic on one (1) side only provided the panel remains completely symmetrical.

29. Rear Spoiler

- A.) A one piece, clear lexan spoiler with a maximum height of 5"-inches from the rear deck will be permitted. Lettering and/or decals will not be permitted.
- B.) The rear spoiler must be non-adjustable from the cockpit and/or during racing conditions. Hinges, adjuster(s), slides and/or any other adjusting type device will not be permitted.
- C.) Metal gurney and/or table and/or flanges and/or lips will not be permitted.
- D.) A brake and/or bend on the top of the Lexan spoiler will be permitted for reinforcement.
- E.) The maximum overall height of the spoiler when measured from the ground must not exceed 50"-inches.
- F.) A maximum four (4) of vertical supports (a maximum of 2"-inches in vertical height and 10"-inches in length) for the purpose of fastening the spoiler to the rear deck will be permitted.

30. Rear Deck

- A.) The maximum height the rear deck when measured from the ground will be 47"-inches and a minimum of 40"-inches.
- B.) The rear deck lid must be fully enclosed from side-to-side and have a maximum height of 14"-inches and a minimum 9"-inches, vertically behind the fuel tank.
- C.) The left and right rear trunk lids must be symmetrical in size and shape and must remain flat to cover the fuel filler hose and apparatus. The panel must completely cover the fuel cell, the fuel filler hoses and the vent lines.
- D.) The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell.
- E.) The fuel cell must have both sides completely covered in sheet metal in addition the container it is enclosed in. Openings of any type will not be permitted.
- F.) Openings from the top of the fuel cell to the bottom of the trunk lid will not be permitted.
- G.) All vent line nozzles used for the purpose of a catch can must be mounted on the left side of the quarter panel.
- H.) Crew members will not be permitted behind the car during a pit stop with refueling.

31. Hood, Nose and Front Spoiler

- A.) The maximum width for the hood, nose and front spoiler will be 36"-inches with a minimum width of 24"-inches. Louvers will be permitted on the sides of the hood.
- B.) The nose-piece must not extend rearward of the front shock towers.
- C.) The front spoiler must be a separate piece.
- D.) Shock absorber covers and/or deflectors must not be a part of the nose or the spoiler and/or positively fastened to the nose in any fashion exceeding the 36"-inch maximum width.
- E.) Fabric material shock absorber covers will be permitted. The covers must not be used to achieve any aerodynamic advantage and/or to deflect air in a positive manner.
- F.) The maximum the spoiler may extend in front of the front axle centerline will be 20"-inches.
- G.) The front spoiler must be non-adjustable (hinges and/or sliders will not be permitted).
- H.) The hood shall be considered from the front roll cage to on top and in-line with the front of the radiator.
- I.) The hood and nose may have a maximum lip and/or flange of 2"-inches on both side following the contour of the body. They must remain symmetrical.
- J.) The hood and nose be centered on the centerline of the frame.
- K.) The hood, nose and/or spoiler must not overlap each other's location on the frame.
- L.) Any part of the hood must not exceed 10 degrees and the sheet metal must not have an opening and/or extrusion between the hood and the nose.
- M.) The hood must extend over the radiator and have complete sides.
- N.) The front spoiler may have a lip and/or flange a maximum 2"-inches on both sides following the contour of the spoiler not exceeding the maximum width of 36"-inches. The front spoiler may be offset 1"-inch from the centerline of the frame to the right or the left.

32. Hood Scoop

- A.) The hood must be fully enclosed.
- B.) There are two (2) of hood scoops that can be mounted on top of the hood for the purpose of enclosing the carburetor and/or ram air. Ram Air will be permitted providing they meet the following specifications in this section.
- C.) The ram air scoop: A maximum 30"-inch length when measured from the rear motor plate to the front of the hood scoop will be permitted. A maximum width of 18"-inches will be permitted. The maximum 6"-inch front vertical opening at the beginning of the scoop will be permitted. A minimum of 8"-inches will be required from the highest point on the hood scoop to the lowest point on the front of the front of the roll cage and/or the roof. The hood scoop must be positively fastened to the hood and completely enclose the carburetor and the air filter.
- D.) The conventional air scoop (non-ram air): A maximum of 25"-inches is permitted from the center of the carburetor forward to the end of the hood scoop. A maximum width of 22"-inches will be permitted. A minimum of 8"-inches will be required from the highest point on the hood scoop to the lowest point on the front of the front of the roll cage

and/or the roof. The hood scoop must be positively fastened to the hood and completely enclose the carburetor and the air filter.

33. Interior Sheet Metal

- A.) All horizontal body support(s) other than the inner pods, whether in the front and/or rear must be a minimum of 1" x 1" .095"-inch thick tubing or 1"-inch flat stock a minimum of .125"-inch thick.
- B.) Inside and/or outside wings, spoilers, air foils and/or wind deflectors will not be permitted.
- C.) Double panels and/or sheet metal that is designed to create a wing effect will not be permitted.
- D.) A maximum 1"-inch reinforced flange will be permitted on all lexan, however, all specified measurements must be retained.
- E.) All interior sheet metal must completely cover all interior areas, door-to-door, quarter panel-to-quarter panel. Holes and/or openings will not be permitted in this area.
- F.) Front and rear firewalls are required. The front firewall must isolate the cockpit from the engine compartment. The rear firewall must extend from the top of the fuel cell to the belly pan to isolate the cockpit from the fuel cell. The firewall must be a minimum of .050"-inch thick aluminum and/or magnetic steel. The firewall may be altered and/or cut for drive shaft clearance.
- G.) Vertical fins, air dams and/or fairings on either side, behind the roll cage will not be permitted.
- H.) All sheet metal must be a flat single plane across the interior of the car. Two (2) bead rolls or breaks for the purpose of strengthening and maintaining the shape of the wing will be permitted. The maximum bead roll and/or break permitted will be 1/8"-inch in height and 1/2"-inch in width.
- I.) Covered roll bars will not be permitted. Sheet metal that is one-piece and/or part of a body panel formed around tubing that is not considered an aerodynamic advantage will be permitted, provided there is no excess sheet metal.
- J.) Louvers will be permitted for cooling purposes only, including the radiator, engine and/or a working oil cooler. Louvers and/or holes in the interior or exterior sheet metal will not be permitted.
- K.) The floor and/or belly-pan may not be any wider than the frame at any point. Lips, fins and/or air directional devices on the floor and/or belly pan will not be permitted. The under pan must not extend in length past the rear of the seat and exceed the width of the frame rails of the car and must be a maximum of .040"-inches in material thickness.
- L.) Only aluminum belly pans will be permitted. Panels under the rear and and/or the fuel tank will not be permitted.

34. Driver Compartment

- A.) A full metal firewall fabricated from magnetic steel and/or aluminum must encompass the driver's compartment from front-to-rear, on both sides and floor boards.
- B.) The driver's seat must be a high back aluminum seat, designed specifically for racing, located on the left side of the car and mounted per the manufacturer's instructions securely to the frame.
- C.) The seat design should be one from a current manufacturer and/or recommended to include the full containment design. Installation of the full containment seat should follow the manufacturer's instructions.
- D.) All cars must be equipped with a quick-release type steering wheel.
- E.) The driver compartment must have a starting switch and/or button within reach of the driver.
- F.) A clearly labeled electrical on/off „kill" switch must be within reach of the driver.
- F.) Mirrors of any-type will not be permitted.
- G.) Radios and/or electronic and/or data communication devices will not be permitted.
- H.) Any edge and/or sheet metal end in and around the driver compartment must be protected with trim and/or beading and rounded. Sharp and protruding edges will not be permitted.
- I.) A substantial rock guard with a minimum of three (3) additional roll bars must be mounted in front of the driver. The rock guard must be made from wire screen. Windshield screens must be a minimum of .090-inches and must be securely fastened.
- J.) Fuel and/or power steering lines and/or fittings running through the driver's compartment must be made from an approved braided type of line. High pressure lines and/or fittings and/or hot fluid lines running through the driver's compartment must be encased and/or must have a shield.
- K.) A fully charged fire extinguisher meeting SFI 167.1 specifications with an activation push and/or pull knob within reach of the driver is recommended.

35. Numbers and Identification

- A.) The track and/or Scoring personnel reserves the right to issue and/or change a car number to prevent duplication and/or maintain proper records.
- B.) Team cars must be clearly identifiable from one another and use another number and/or letter.
- C.) All number and letter combinations will be limited to three digits. If three digits are used two (2) shall be the primary numbers/letter.
- D.) Number and/or letter combinations are required on the roof, nose, rear deck and both doors **and not on quarter panels.**
- E.) All numbers and letters must be a minimum of 18"-inches high on the roof and/or doors and 8"-inches high for the rear deck and the nose. All numbers and/or letters must be equal in size and displayed legibly whether decaled and/or painted.
- F.) The nerf bars must not block the visibility of the number and/or letter combinations.

G.) The letters of the driver's last name must be a minimum of 6"-inches in height and be positioned under, through and/or above number on both sides of the car.

36. Bumpers and Side Bars/Nerf Bars

General

- A.) All bumpers, side bars/nerf bars and/or bracing must be made from a minimum 1-1/2" diameter round .095"-inch thick magnetic steel tubing only unless otherwise specified.
- B.) All edges and/or corners on bumpers and side bars/nerf bars must be rounded. Sharp edges will not be permitted.
- C.) The rear bumper and/or any side bars must not extend past the outside of the tire sidewalls on either the left and/or right side of the car.

Front Bumper

- A.) Only the front bumpers may be made from a minimum 1-1/4" diameter round .095"-inch thick magnetic steel tubing.
- B.) The front bumper must consist of two (2) horizontal rails; an upper and a lower and a minimum of two (2) vertical braces, equally spaced, welded between the two (2) horizontal rails. The horizontal rails must be positively fastened to the frame with four (4) sockets and/or supports. The front bumper must remain exposed without covering and/or any sheet metal fabrication surrounding it.
- C.) The four (4) tubes that support the bumper from the four (4) frame sockets must be horizontal. These rails must be a minimum of 6"-inches and a maximum of 12"-inches apart when measured from the top to the bottom and maintain that measurement for a minimum width of 24"-inches and a maximum width of 30"-inches. The front bumper must also have an 18"-inch center when measured from the ground up to the middle of the bumper.
- D.) The maximum the front bumper may extend from the centerline of the front axle is 24"-inches and a minimum of 20"-inches.
- E.) The front surface of the bumper must remain flat, parallel and perpendicular with the front of the nose piece for the full width of the bumper. V-shaped and/or any other type of shaped bumpers will not be permitted.
- F.) The end bracing tube of the front bumper must be fabricated on an angle in such a way as to prevent the bumper of another car becoming interlocked. Please refer to the drawing at the back of this rule book.

Rear Bumper

- A.) The rear bumper must consist of two (2) rails, an upper and lower, which must have four (4) sockets and horizontal support bars positively attaching it to the frame. The upper and lower rails must also be a minimum of 10"-inches apart and a maximum of 16"-inches apart from the top to the bottom and maintain that measurement for a minimum width of the 64"-inches and a maximum of 86"-inches.
- B.) The rear bumper must have an 18"-inch center when measured from the ground to the middle of the bumper.
- C.) The maximum the rear bumper may extend back when measured from the centerline of the rear axle is 52"-inches.
- D.) The rear surface of the bumper must remain flat and parallel with the back of the rear quarter panel for the full width of the bumper. V-shaped and/or any other type of shaped bumpers will not be permitted.

Rub Rails

- A.) Solid and/or bars with ballast added will not be permitted.
- B.) The rub rails must be exposed and outside the body panels. The left side rub rail may extend a maximum of 2"-inches outside the left rear tire sidewall.
- C.) The rub rails must be bent with a gentle radius at a 90-degree angle and must protrude a minimum of 6"-inches back in past the body.
- D.) The rub rails must be a minimum of 50"-inches long from socket-to-socket.

Bumpers and Rub Rails

- A.) Only a minimum of 5/16" bolts with nyloc nuts and/or DIRTcar approved quick release solid pins will be permitted for positively fastening bumpers and rub rails to the car. Cotter pins and/or other fastening devices will not be permitted.
- B.) All bumpers and rub rail sockets must have fasteners, pins and/or bolts with a minimum diameter of 5/16"-inch.
- C.) The front and rear rub rails must have a 360 degree sleeve a minimum of 3/8"-inch wide x .095" thick magnetic steel welded to the rub rail tube butted against the support socket to prevent pins from shearing. Refer to the drawing at the back of this rule book.

37. SUSPENSION

Front End

- A.) The front axle must be a straight, one-piece axle manufactured from magnetic steel tubing. **Only approved camber adjustments and/or camber adjustment devices will be permitted. Any other camber adjustments and/or will not be permitted.**
- B.) Split axles and/or dropped axles and/or independent front suspension(s) will not be permitted.
- C.) All brackets on the front axle must be welded and/or bolted. Bird cages and/or sliders will not be permitted.
- D.) Only Modified front spindles will be permitted.
- E.) Bearing shafts that are made of steel are recommended.
- F.) The chassis may be offset a maximum of 4"-inches from the center of the inside tire width measured from the inside of the left front tire to the inside of the right front tire at axle height. Refer to the drawing in the back of this rule book regarding front and rear end offset details.

G.) The front wheels and tires must remain fully exposed. Fenders and/or air deflection devices of any type will not be permitted.

Shock Absorbers

A.) Only one (1) shock per wheel will be permitted.

B.) Externally adjustable shock absorbers will not be permitted. Shock absorbers with Schrader valves will be permitted.

C.) External reservoir type shock absorbers will not be permitted.

D.) All shock absorbers must be an „in-stock“ item with manufacturers. Custom shock absorbers and/or shock absorber components will not be permitted.

Suspension Components

A.) Independent front and/or rear suspensions will not be permitted.

B.) A-Frames and/or ball joints will not be permitted for steering axis (kingpin only).

C.) Four-wheel steering, actuated by the steering wheel and/or of any type will not be permitted.

D.) All suspension systems and designs must be mechanical. Hydraulic, pneumatic (air), electronic, radio and/or computer assisted for adjustments and/or in-or-out of cockpit type suspensions and/or suspension adjustment systems will not be permitted.

E.) Traction control of any type, including within the braking system is not permitted.

F.) Only a single brake bias and single rear panhard adjustment will be permitted in the cockpit. Any other type of adjustment, will not be permitted in the cockpit.

Springs

A.) Any type and/or form of spring will be permitted (torsion bar, coil and/or leaf spring).

B.) Carbon fiber and/or titanium springs will not be permitted.

38. Brakes

A.) All cars must have four (4) wheel hydraulic brakes in good working condition. Random brake inspection may take place throughout the season.

B.) Carbon fiber, carbon, titanium, ceramic, aluminum pads and/or rotors will not be permitted.

C.) On live rear axles, one inboard and one outboard brake assembly will be permitted.

D.) Brake bias may be adjustable through the cockpit.

E.) Manual brake shut offs will not be permitted, with the exception of the right front brake.

39. Wheelbase and Tread Width

A.) The minimum wheel base is 106"-inches and a maximum of 110"-inches with a maximum tolerance of ½", when measured from the centerline of the rear axle to the centerline of the front axle for both left and right sides.

B.) The maximum front tread width will be 86"-inches with a minimum of 74"-inches. The maximum rear tread width will be 86"-inches with a minimum of 80"-inches. These measurements will be taken from the outside edge of the sidewall of the tires on each side.

40. Roll Cage

A.) Only round magnetic steel tubing 1-1/2" and/or 1-3/4" in outside diameter with a material thickness of 1-3/4"-.095"-inches and/or 1-1/2"-.120"-inches will be permitted.

B.) The roll cage must be an integral and structural part of the frame. All frames built in 2005 and after must have a manufacturer's unique serial number plate visible and positively fastened on the left front roll cage upright. The letters and/or numbers shall not exceed 8 digits and be ½"-inch in height. See drawing 4.7.2

C.) Front and rear roll bars must be positively fastened in a cage-type configuration. Two (2) round horizontal side bars on each side are required. The top side bar must be a maximum of 22"-inches below the top roll bar.

D.) Proper bracing and triangulation on the front and rear roll bars is required. All roll bar bracing material must be 1-1/2"-inches outside diameter with a material wall thickness of .095"-inches. A minimum of one (1) diagonal bar across the top of the roll cage is required.

E.) The rear main roll bar hoop must be a minimum of 26"-inches when measured across the outside-to-outside of the hoop and maintain that measurement from the top to the bottom of the cage. The bottom of the rear main roll bar hoop must be positively fastened (welded) to the 2"x4" frame rails. Outriggers will not be permitted.

E.) The front roll bar hoop must be a minimum of 26"-inches when measured across the outside-to-outside of the hoop and maintain that measurement from the top to the bottom of the cage, with the exception of the allowable frame taper. Outriggers will not be permitted. Refer to the drawing in the back of this rule book.

41. Wheels

A.) Only aluminum wheels will be permitted for competition. Magnesium, steel, carbon fiber and/or any other exotic type material will not be permitted.

B.) „Bleed-off“ and/or „Bleeder“ valves will be permitted.

C.) The maximum rim width will be 14"-inches when measured from the inside of left bead to the inside of the right bead of the wheel. Only wheels 15"-inches in diameter will be permitted.

D.) Beadlocks will be permitted. Any wheel utilizing a beadlock must maintain a minimum diameter hole of 11" or 5" inches inside the beadlock and the wheel. Beadlocks may only be used on the outside of the wheel.

E.) Wheel covers and/or hubcaps will not be permitted on the inside of the wheel(s). Wheel covers and/or hub caps will be permitted on the outside of the wheel providing they are one piece, positively fastened to the wheel and/or beadlock and that they maintain a minimum thickness of .090" with a minimum 1"-inch diameter hole in the center of the cover.

F.) Foam inserts and/or corrugated plastic (with approved installation) may be permitted. If wheel covers are not properly installed, they may not be permitted.

G.) A minimum of five (5) lug nuts on the rear wheels will be required. A minimum of three (3) lug nuts will be required on the front wheels. Knock off hubs of any type on any wheel will not be permitted.

42. Tires

Only Hoosier Racing Tires will be permitted in any OCFS events. Hoosier (the tire manufacturer) will mark/stamp/brand all legal tires with specified compound and/or other specific designations as listed below:

1.) D400 ("DIRT Hard")

2.) D500 ("DIRT X-TRA Hard")

Tire Size and Compound Designation:

1.) Front - 11/82-15

2.) Front - 13/82-15

3.) Rear - 13/87-15

4.) Rear - 13/89 - 15

5.) Rear - 13/92-15

A.) The minimum rear tire pressure will be as follows; Left rear a minimum of 7lbs. The right rear will be a minimum of 10 lbs.

B.) The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire „soaking“ and or the introduction of tread „softener“ and/or the physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires any penalty deemed appropriate by OCFS Officials may be issued. Tires may be protested by another competitor.

1.) Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "Chain of Custody" process will be outlined with the competitor upon inspection of the tires.

2.) The analysis process will require shipment of the tire to the selected laboratory. Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis time period while the tire(s) were being analyzed will be considered as part of the penalty time period.

C.) Removable duct tape, provided it does not deface the tire, to cover the D-Number will be permitted.

D.) Heating of the tires by torch, blanket, heating device(s), exhaust system and/or any other method will not be permitted.

E.) Inner liners of any type will not be permitted.

F.) A tire durometer may be used during the tire inspection process, provided baseline tire(s) have been read at the event prior to inspection.

43. Other

A.) Cars will not be permitted to make a qualifying attempt without passing technical inspection. All cars must be available for inspection prior to the time of the driver's meeting. Following the driver's meeting, covers of any-type on the racecar will not be permitted.

B.) All fuel lines, power steering lines and/or fittings running through the driver's compartment must be made from an approved braided type line. Plastic and/or glass fuel filters will not be permitted.

C.) All cars may be subject to technical inspection at any time.

D.) Full or partial car covers will be permitted only when there is inclement weather and/or the car is in its designated pit stall. All covers shall be removed prior to the car leaving its designated pit stall.

E.) SFI-approved and labeled seat, roll bar, knee and steering pads and/or padding is recommended.

F.) All teams must have a fire extinguisher in the rear of their transporter with the car number clearly visible on the extinguisher. The fire extinguisher must be a minimum of 20lbs and is recommended to FFF type chemical and/or Dupont FE-36 and/or equivalent.

G.) All drivers are required to have a one-way radio. The one-way radio must be working and active prior to any „on-track“ activity. Two-way radios, crew-member to driver and/or any other means of electronic communication, other than the one-way radio will not be permitted.