

All general rules apply to this class:

This is Tri State Open Wheel rules with our changes in Yellow

Raceceivers are mandatory!! Transponders are Mandaory!!

Safety Rules:

1. Safety is the primary responsibility of the RACER!
2. SFI-Approved full fire suit (top and bottom) and shoes required. Gloves not required, but highly recommended.
3. Snell rated SA2015 or SA2020 full-face helmet required.
4. Series highly recommends the use of a head and neck restraint system but, is not required. Full containment seats will be required.
5. All cars must have a fully charged 2lb. Fire extinguisher mounted within reach of the driver. Series recommends a 5lb. halon system.
6. All cars must have a kill switch within easy reach of the driver, and clearly marked on and off.
7. All cars must have a quality fuel cell with rollover valve (check valve) in fuel cell vent.
8. Minimum 3 inch wide, or 2 inch if using head and neck restraint, SFR-approved 5 point harness belts, mounted securely to the roll cage. Belts cannot be used past their expiration date or two years past their date of manufacture.
9. Any pre-race technical/safety inspection and car or equipment that is deemed unsafe by officials will result in not being allowed to compete. Officials decisions are final!
10. All track specific general safety rules or requirements will apply at all times to all participants (i.e. window nets, gloves, door plates, head and neck restraints, etc). at the track.
11. RaceCeiver one way radios are REQUIRED at every event. Failure to have a RaceCeiver (or equivalent one-way device) could result in disqualification. Malfunction of such device (i.e. dead battery, ear phone failure, etc.) will not constitute any penalty.
12. NO two-way radios, cell phones, or other communication devices will be allowed. RaceCeiver is the ONLY communication device permitted. Drivers caught with any other communication device will be disqualified for that event (heat or feature). No lit signal devices allow (light sticks, flash lights, cell phones, etc.)
13. No mirrors are allowed at any location on the car.
14. ALL weight/lead must be painted white and include the car number. Weight must be securely fastened to the car with a minimum two (2) 1/2" diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e. heat, b-main, feature) will result in disqualification for that event.

Technical Rules and Regulations:

It is the obligation of each participant to ensure their conduct and equipment are in compliance with all applicable rules and procedures, as they may be amended. Any amendments) will supersede any previous rules regarding that aspect of competition. An amendment is effective from the date it is added to the official rules regardless of when a competitor receives notice.

ADJUSTMENTS, ADDITIONS OR DELETIONS to the rules will be at the discretion of the Camden Speedway officials. In the event that a dispute between driver(s) and track officials or other(s) exists, the decision of the track officials will be final. All cars must follow the General Rules. *If it is not covered in the rules, it will be determined by the track officials & their decision will be final.* Last Change DATE Jan 29, 2026.

Engine Rules:

Engine Option #1:

1. Chevrolet Performance 602, Part #88958602/19258602/88858602 (CT 350) or Quicksilver 357
2. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory. Engines MUST be sealed in these six (6) locations with either Chevrolet Performance cap seals, or approved aftermarket seals.
3. The ONLY aftermarket seals allowed for competition are:
 - a. GM twist off bolt engines will NOT be legal.
 - b. Chevrolet Performance cap seals/Factory sealed Quicksilver seals.
 - c. Crate USA Gen IV (Green) or Gen V (Black) cable seals, RUSH cable seals, IMCA cable seals allowed.
 - d. NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed. These seals will begin with number 406XXXX.
 - e. **ACAS seals will be allowed**
 - f. NO NDRA, FASTRAK, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed.
4. Crate engines must not be altered, modified, or changed from factory specs, unless any such alteration, modification, or change is approved by Camden Speedway's Open Wheel Modified Series, Camden Speedway's Open Wheel Modified Series authorized rebuilders will be notified of any such alterations, modifications, or change.
5. Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, or changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing in any Camden Speedway's Open Wheel Modified Series event for the remainder of the season and future seasons, as determined by officials.
6. No changes are allowed to the engine including the intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other parts) on or in the engine.
7. No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.
8. Engine's Chevrolet Performance serial number, and when applicable, Crate USA or specific engine info must be clearly visible to series technical inspectors.

Engine Option #1 Infraction Penalties:

1. Any violation of the engine rules and/or factory specs inside the sealing system of the engine will result in the driver and/or owner being disqualified from that event.

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Engine Option #2:

1. 362 Cubic inch maximum, factory steel production blocks. May run factory replacement DART SHP block - part #31161111.
2. Any cast iron 23 degree steel heads (+/-3 deg) NO porting or polishing of cylinder head. NO Aluminum heads.
3. Max valve size: 2.02" intake, and 1.6" exhaust.
4. Any intake manifolds. NO porting or polishing.
5. Steel or cast cranks and rods. No exotic material cranks or rods (ex: aluminum or titanium)
6. Flat top pistons only.
7. Any flat tappet camshaft only. No roller cams.
8. Timing chains only. No gear drives.
9. Stud mount rockers only. No stud girdles.
10. Stock diameter valve springs only. 1.260" maximum O.D. Beehive springs allowed, 1.320" maximum O.D., ANY manufacturer (Chevy, Ford, or Dodge). NO double valve springs.

Engine Option #2 Infraction Penalties:

1. Any violation of the engine rules and specs internally or within the seal of the engine will result in the driver and/or owner being disqualified from that event.

Weight Rules:

1. Cars equipped with Chevrolet Performance 602 or Quicksilver 357 (Engine option #1) must weigh 2,400 lbs.
2. Cars equipped with engines falling under Engine Option #2 Rules must weigh 2,600 lbs.
3. 4-link Crate (Engine Option#1) must weigh **2,500** lbs. Must have 6,200 chip.
4. 4-link Built (Engine Option#2) must weigh **2,700** lbs. Must have 7,000 chip.
5. All cars will be allowed a 1 lb. per green flag lap burn off allowance at the completion of any race (example: 12 lap feature race = 12 lb. allowance).
6. Each track's on-site scales will be the official scales used to determine the official weight of each car.

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7. ALL weight/lead must be painted white and include the car number. Weight must be securely fastened to the car with a minimum two (2) $\frac{1}{2}$ " diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e. heat, b main, feature) will result in disqualification for that event.

Weight MUST be posted on right and left A-pillar of car or be disqualified!

Engine Setback Rules

1. Engine bell housing flange to center of axle tube – 70 inches minimum

Carburetor Rules:

1. Engine Option #2 - 500 CFM 2 barrel only.
2. 2 Barrel carburetor will be checked with go-no-go gauges top to bottom.
3. Either engine Option may run 1" maximum carburetor spacer, 040" tolerance. At no point may spacer extend into intake manifold area. Two (2) standard thickness carburetor gaskets, .070* maximum thickness allowed.
4. Engine Option #1 - may run one (1) four-barrel carburetor only. Chevrolet Performance 602 Circle Track Engines perform best with a quality 650 CFM carburetor.
5. All carburetors (for both engine options) must have conventional style floats along with needles and seats. NO individual cylinder tuning or equivalent allowed.
6. All carburetors (for both engine options) must have conventional "Holley-style" straight or down leg boosters. NO exceptions. NO super bowi type carburetors allowed. Willy's Equalizer Carburetor OK for competition.

Distributor Rules:

1. No magnetos.
2. Electronic Ignition OK. NO 7 AL or **6CT** box allowed, chips subject to be checked. 6 AL, 6 ALN, Digital, or Equivalent.
3. Series or track reserve the right to change Ignition Boxes with any car at any time.
4. No electronic traction control devices allowed. Ignition box may be confiscated by series at any time.

Starter Rule:

1. All cars must have a starter in working order. **Starter cover permitted MAX SIZE 4"x13".**

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Water Pump and Power Steering Pump Rules:

1. Stock type cast or aluminum water pump permitted.
2. No electric water pumps.
3. Manual fans only. No electric fans.

Exhaust Rules:

1. Collector type headers required. Must have four (4) tube into one (1) collector.
2. Mufflers not required, UNLESS track mandates them. If mandated, mufflers must have some type of internal noise dampening characteristics i.e. baffles, extruded holes, screen, chambered, etc. Mufflers must meet local speedways noise decibel requirements.
3. No tri-y headers or merged headers allowed.
4. No square tube headers.

Roll Cage Rules:

1. Must be constructed of minimum 1.05" O.D. steel tubing, with a minimum wall thickness of .095".
2. Minimum of 3 door bars, minimum of 1.05" O.D. steel tubing and .083" minimum wall thickness on driver's side.
3. Minimum of 2 door bars on passenger side
4. Driver's head/helmet should not protrude outside of cage with helmet on.

Body Rules:

1. CRUSA, IMCA, UMP Rules allowed with noted dimensions and measurements 2-10.
2. Full size fiberglass or aluminum roofs. No dished roofs.
3. Cars may NOT run topless unless approved in advance by Camden Speedway's Open Wheel Modified Series officials, in which drivers will be given notice. These exceptions will be a rare occasion, or long-standing event, and not acceptable on a regular basis.
4. Sail panels - Must be mounted within 2" of outside edge of interior deck.
5. Rear spoiler – 4" maximum material height and maximum 67" wide. Maximum three (3) spoiler braces allowed, must be mounted in line, of equal material. No wings, lips, or fins of any type allowed.
6. Aluminum nose panel must be flat, with a maximum 2" side fins allowed on nose.

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7. Engine compartment must remain open, with no side panels.
8. Nose pieces may be maximum 42" wide, centered between frame rails, and must not extend more than 42" from the center of the wheel.
9. No rub rails, or any bars of any type outside of the tires/body panels allowed.
10. A. Center of rear wheel to front edge of door 76" max.
B. Center of rear wheel to rear edge of quarter panel 34" min/50" max.
C. Rear deck height: 39" measured 6" in from left side of T-bar.
D. Rear of sail panel height at spoiler 4" max.
E. Sail panel curve from rear of roof to rear of panel 2" max.
F. Sail panel bow from bottom to roof 2" max.
G. Roof measurements: 53" max width 32" min width front/back/left/right. Max 1" lip on sides.
H. Deck width 67 max.

Transmission and Driveline Rules:

1. No straight/direct drives. No in or out boxes.
2. Bert, Brinn, or equivalent ok. Aluminum bell housing OK and recommended.
3. Drive shaft loop mandatory on all cars. Must be mounted 5" to 8" behind front U-joint of drive shaft.
4. All drive shafts must be painted white for safety.

Suspension Rules:

1. No data acquisition devices of any type allowed.
2. Front Suspension:
 - A. One spring rubber allowed per corner. No progressive springs.
 - B. Any stamped steel, stock, lower control arm. When utilizing tubular lower control arms, one side must be OEM measurements. The opposite side may be +/- 1" of OEM measurements.
 - C. Any stock passenger car spindles.
 - D. One spring allowed on each corner. Must be a minimum of 5".

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- E. Tubular upper A-frames allowed. Upper A-frame mounts may be relocated.
- F. Lower A-frame mounts cannot be altered. Must remain stock and in stock location.
- G. No bump stops of any type allowed. (Frames or Shocks)
- H. No chains/limiters of any type allowed.
- I. Stock type steering box. No rack and pinion. Steering quickener ok. Stock center link.
- J. Tie rods may be tubular and made with heim joints.
- K. Steel brake rotors and calipers only. No aluminum suspension parts allowed.

3. Rear Suspension:

- A. One spring rubber allowed per corner. No progressive springs.
- B. Quick change rear ends allowed. Magnetic steel axle tubes, hubs, rotors, and drive flanges only. No gun drilled axles.
- C. Steel brake rotors and calipers only. NO brake floaters.
- D. All rear suspension mounts and/or brackets must be welded or bolted solid.
- E. One spring allowed on each corner. All springs must be a minimum of 5".
- F. Three (3) link suspension setups must adhere to the following requirements:
 - I. Lower control arms must be a maximum length of 24" and minimum of 15".
 - II. Upper control arm should be constructed of solid material with no bushings or springs located at the top center of the rear end housing and remain centered over the rear end housing and top of the drive shaft (1" tolerance). No movable brackets.
 - III. One panhard bar, minimum 23" length, may be mounted behind the rear end housing.
 - IV. **I shock and spring per corner. Shock and spring must be separated. Pull bar must remain solid.**
 - V. J-bar may be used, minimum 19 1/2* length. Must be mounted from left side of chassis to the right side of the drive shaft.

- 4. Leaf spring suspension - any leaf spring allowed. No coil springs allowed.
- 5. No bump stops of any type allowed.
- 6. Solid limiting chain allowed on left rear and right rear suspension. Must be a solid limiter.

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7. J-bar mount at frame and pinion may be aluminum. No other aluminum suspension parts allowed.

8. 4-LINK REAR SUSPENSION: 1 shock and spring per corner. Shock and spring must be separated. Pull bar must remain solid. Must have solid limiters no springs or bump stops.

Chassis and Frame Rule:

1. Wheelbase - minimum 108", maximum 112". 1" tolerance maximum.

2. Stock production frames only. Must extend from 1" in front of power steering box to mid-plate.

Fuel, Fuel Cell, and Fuel Pump Rules:

1. An approved fuel cell must be securely mounted in the trunk area of the car, inside a .20-gauge metal box supported by a minimum of 2" x 1/8" steel straps. Fuel Cell must have roll over check valve in fuel cell vent.

2. Gasoline, Racing Gas, or E-85 fuel allowed. No methanol or alcohol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethylhexanol.

A. Gasoline or Race Gas - specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .745 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.

B. E-85 - specific gravity not to exceed .7855 at 60 degrees. Any E-85 with a specific gravity of .7856 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.

C. It is the competitor's responsibility to know what is being put into their fuel cell.

3. Penalty for any illegal fuel: Disqualification for the event including no pay/no points.

4. No Electric Fuel Pumps.

Shock Rule:

1. Steel bodied, symmetric (same size/diameter), non-adjustable shocks only. Shocks must have solid shafts. No Schrader valve shocks. No piercing valves. Shock valving or gas pressure may not be adjustable at the racetrack. No shock covers. No air shocks. No remote reservoir shocks.

2. Shocks must fully collapse. No internal bumps allowed. (Shocks found to be non-compliant will be impounded and disassembled for inspection to rule out "damage." Should the racer refuse this...it will be an automatic disqualification.

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Tire and Wheel Rules:

1. 8 maximum steel wheels. Beadlocks allowed. Stock type lug pattern only.
2. No wide 5 wheels or adapters.
3. Wheel covers must be securely fastened. Recommend that wheel covers have a minimum of 5 mounting points. Wheel covers having only 3 attachment points must be bolted on at all 3 points using a minimum 1/4" or 5/16" magnetic steel hex head bolt and fastening (nut assembly) system. Cars that lose a wheel cover may be subject to disqualification.
4. **A. Front Tires allowed: OPEN**
- B. Rear Tires allowed:**
 - i. **left: OPEN**
 - ii. **Right: Hoosier H500, M60, American Racer AR500 Extra or Stocker Hard.**
(GROOVING OR SIPING ok)
5. Tires must remain in factory manufactured condition. Any alteration from factory manufactured conditions is prohibited. All decisions are final.
6. No chemically altering of tires.
7. Tires must punch 55 at ambient temperature (cold). The series durometer is the official durometer and testing method of punch number rule. Any tire failing to punch properly will be subject to further test methods and disqualification. Tire(s) in question may be confiscated and tested by any means deemed necessary by track or series' officials. All decisions are final.
8. Penalties for illegal tires: Disqualified for that event.

Fines, Penalties, and Suspensions:

1. Pre-Race Technical Violation(s): Any technical violation(s) discovered during pre-race technical inspection, the driver will be notified of violations), and car must be fully in compliance before allowed to compete.

ATTENTION CAR OWNERS AND DRIVERS:

Please remember that we are here and can race because of the fans, promoters, and sponsors. If they don't benefit, we won't benefit. While we understand that this competition involves substantial financial stake, there is no excuse for bad or unruly behavior which would tend to bring the series, tracks, or sponsors into disrepute.

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