



**2011**

**Rulebook**

Effective

11/01/2010

May be amended

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***Read carefully for 2011 changes. All changes are in bold italics.***

THE RULES AND/OR REGULATIONS SET FORTH HEREIN DO NOT EXPRESS NOR IMPLY WARRANTY OF SAFETY. THE RULES ARE INTENDED AS A GUIDE FOR THE PARTICIPATION IN THE NATIONAL VINTAGE RACING ASSOCIATION, AND IN NO WAY GUARANTEE THE SAFETY OF THE MEMBER AGAINST EITHER INJURY OR DEATH.

The absence of a specific rule does not imply approval, consent, or permission regarding that subject. Any questionable items or doubts regarding rule interpretation should be directed to the NVRA Technical Director. Do not assume or interpret an item to be correct or allowed just because it is not specifically written in the NVRA rules. The spirit and intent behind the written words in the NVRA Rule Book will always prevail when an interpretation by the Technical Director is made. We cannot make rules to cover every given point or situation, or to fit everyone's individual needs or personal preference. If there is any doubt about the status of a rule, call the NVRA Technical Director. If the Technical Director cannot answer the question, he will forward the question on to the NVRA Rules Committee and or Board Members for clarification.

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### **2011 NVRA Officers**

President:

Vice President:

Secretary / Treasurer:

Technical Director:

Race Director:

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2011 Rules Committee Chairman:

(Technical Director)

2011 Rules Committee Members:

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## **General Information**

### **NVRA Events and Divisions**

The NVRA sanctions competitive vintage stock car races at racetracks located within its operating area, which is primarily the Southeastern United States. If there are more than 20 NVRA racecars at an event we will generally run three heats and three features in a given night. If fewer than 20 cars are on hand then we will run two heats and two features. Some heats and features will include more than one division. As a result of having to run multiple divisions there will be times when the NVRA officials will have to mix and match the divisions. The faster division will always start in the front. When divisions are mixed in a heat race the cars will start the feature race in the same order as they finished in their heat regardless of what division they are in. When such occasions occur, the NVRA officials will keep track of the top finishing cars in each heat and feature and will recognize and record the division winner within each feature.

### **NVRA Starting Procedures for Races**

The drivers will draw for a starting position in their division's heat race. Drivers that do not want to start on the front row in their heat race may pass on the draw and fall in at the rear of their heat. It will be the responsibility of the inside pole position car to keep the pace fast enough for reasonable starting conditions, but slow enough to keep the field grouped together until the green flag falls. The track flagmen will be advised not to start the event if someone jumps the green, and anyone jumping the green may be sent to the back of the field. NVRA members should remember that we are at the track to put on a show for the fans, and to have fun without tearing up our equipment. You can't win a race on the first lap.

All cars wishing to compete in the feature must start their heat race unless mechanical failure prevents participation. The previous feature winner in each division must start at the rear in their respective heat race.

No car will be permitted to compete in more than one vintage division at any one event.

## **NVRA CAR ELIGIBILITY AND DIVISIONS**

### **Eligibility Criteria for NVRA Race Cars**

- Must be an American manufacturer's steel body or a fiberglass replica of an American car body built from 1930 to 1969.
- Must represent racecars that were raced from the 1930's to the early 1980's.
- Truck, station wagon or convertible bodies are not permitted.
- Must have all safety equipment required by the NVRA.
- Must comply with the rules and guidelines set forth by the NVRA.

**Note:** Vintage racecars with bodies older than 1930, may appeal to NVRA officials for approval to compete.

### **General Explanation of NVRA Divisions**

NVRA racecars are divided into five (5) vintage divisions. Limited Sportsman, Modified Sportsman, Late Model Sportsman, Late Model Modified and Modified Open. The rules and specifications for each division follow the **General Rules and Guidelines** in this rule book.

## **GENERAL RULES AND GUIDELINES**

- The rules for the racecars are the responsibility of the NVRA Rules Committee in accordance with the NVRA By-Laws. Rules and rule changes will be issued to all NVRA car owners in a timely manner. The NVRA must have a data sheet on file for any member car participating in an NVRA event. Data sheets are usually provided with the membership forms. These data sheets help the NVRA maintain a database on the racecars and provide information the Race Director needs to plan the events. If your car does not have a data sheet on file, contact one of the NVRA Officers and a data sheet will be provided. NVRA Officials will have blank data sheets at the racetracks.
- When a new car is about to be built to run with the NVRA, or if you are about to purchase a racecar to run in NVRA events, we highly recommend that you complete and submit a new data sheet to the Rules Committee for their review. An initial telephone call can start the process, but an approved data sheet is much better because it can save the car builder or potential owner a lot of time and money. No NVRA member's racecar will be allowed to run until the car data sheet is received.

**GENERAL RULES AND GUIDELINES:** continued

- If you make modifications to your racecar you are required to submit an updated car data sheet to the NVRA prior to your car competing in the next racing event following the modification.
- Cars from other clubs are welcome to run with the NVRA under the following conditions: Car and driver must meet NVRA safety standards. A visiting racer is allowed a one-time one-race membership fee exemption; however, the second time the visiting racer runs an NVRA event they must pay the membership fee to be eligible to race in that event. NVRA membership is required in order for any racecar to receive a share of the tow money.
- Any non-member interested in running an NVRA event should contact the NVRA Technical Director or Race Director at least one week prior to the event. The NVRA official will help ensure that the visiting car meets minimum NVRA standards.
- At a NVRA sanctioned event the driver of a NVRA member's racecar must also be a NVRA member in good standing.
- All race drivers are required to have a valid state issued driver's license. A driver without a valid license may be allowed to race at the discretion of the NVRA Race Director.
- No rules will be discussed at the racing event. Issues / questions concerning the rules must be addressed to the NVRA President and Technical Director in writing. If the interpretation of a rule is in question, the Rules Committee will discuss the issue and reply to the requester, in writing if necessary.
- The Rules Committee will make all decisions concerning the rules. Major issues will be put to a secret ballot vote within the committee and their decision will be given to the NVRA President. He will then notify the appropriate association member or members of the committee's decision.
- A decision or ruling from the Rules Committee can only be appealed to the Board of Directors.
- Safety rules and their enforcement will be the responsibility of the Rules Committee under the direction of the Technical Director. When a Rules Committee member finds an unsafe car at an NVRA event they will advise the car owner of the problem. If the unsafe condition can be corrected on the spot the car will be allowed to run, however, if the unsafe condition cannot be corrected at the track the unsafe car will not be allowed to run in that event.

## **GENERAL RULES AND GUIDELINES: continued**

- The use of alcohol (beer, hard liquor, wine etc) by NVRA drivers is not permitted within six (6) hours of an NVRA event or during an NVRA event. The same rule applies to any NVRA member on a pit-crew. Members not complying with this rule will be asked to leave the NVRA event.
- The NVRA strongly discourages the use of alcohol by any guests in the NVRA pits prior to and during our shows. Track rules may also forbid alcohol in the pits.
- All NVRA drivers and pit crews will abide by the individual track rules and regulations while at an NVRA event. Displays of poor sportsmanship on or off the track WILL NOT be tolerated. It will be at the discretion of the NVRA Race Director and/or the track flagman at each event to determine if a racer is guilty of rough driving or over-aggressive driving. Track rules apply as to when a driver is removed from competition. If during the course of the season, there are repeated incidents by the same driver (bumping, collisions, etc), NVRA officials will decide on a course of action.
- Under no circumstances shall a NVRA member enter another NVRA members pit area to confront them or to argue over a racing incident or other disagreement, regardless of who might be at fault. The member who enters the other members pit area under these circumstances will be considered at fault and will be ordered to leave the race track.
- Members of the NVRA are asked to make every attempt NOT to bring discredit to the NVRA by way of their actions or words. Any member who brings discredit to the NVRA, in the opinion of a majority of the NVRA Officers, can be placed on probation or suspended for at least one year by a majority vote of the Board of Directors. A NVRA member can be expelled for conviction of a felony or for such other causes as may be determined by a majority of the Board of Directors as being in the best interest of the organization. A member voted out or under suspension must receive a majority vote of the Board to be permitted to rejoin the Association.

### **GENERAL RULES FOR RACE CARS**

#### **Wing:**

- No wing allowed over the hood or radiator of any car.

A roof wing is allowed in Modified Sportsman and Modified Open divisions only. Wing must meet the specifications listed in the rules for each division.

The wing must be mounted over the roof of the car parallel with the racecar tires and the wing must be centered over the race car body as measured from left to right. No skewing of the wing is allowed.

#### **Spoiler:**

- Spoiler allowed in Late Model Modified, *Late Model Sportsman* and Modified Open divisions and must meet specified sizes.

## **GENERAL RULES FOR RACE CARS:** continued

### **Engines:**

- No overhead cam or multi-valve engines allowed (no more than 16 valves).
- Cast Iron blocks only.
- No engine inside driver's compartment.
- No cubic inch limit.

### **Induction System:**

- One, two, or four-barrel carburetor.
- Combinations of two or more carburetors permitted.
- No electronic fuel injection or super charging allowed.

### **Wheels:**

- Seven inch minimum on drive axle.
- No maximum width.

### **Tires:**

- Minimum tread width of eight inches on drive axle.
- Dirt tires not recommended for asphalt racing.

### **Mufflers:**

- Required at tracks having noise limits.
- Removable mufflers must be securely attached if not welded.
- Scoring transponders:
  - NVRA races will be electronically scored using AMB-IT transponders at those tracks set up for electronic scoring. All NVRA race cars must have an onboard transponder in order to be scored and receive points. The transponder must be securely mounted on the passenger side of the race car no less than 3' 6" behind the centerline of the right front tire and no more than 4' 6" behind the centerline of the right front tire. The transponder must have a clear line-of-sight to the track surface and be no more than 24" above the track and no less than 12" above the track.

## **DRIVER SAFETY EQUIPMENT**

### **All drivers must wear the following safety equipment**

#### **Helmet and Face protection:**

- Helmets must be Snell 90 rating at a minimum.
- Full coverage helmet recommended.
- With open face helmet & wire screen windshields wear a full-face shield at a minimum.
- With open face helmet & glass or plastic windshields wear a full-face shield or approved goggles.

#### **Fire suits:**

- Mandatory at all tracks.

#### **Fire-resistant Gloves & Shoes:**

- Mandatory at all tracks.

**SAFETY:** continued

**All NVRA racecars must comply with the following:**

**Fire extinguisher: Mandatory.**

- One 2 lb. extinguisher in the car. Must be mounted securely inside the car in such a manner that it can be easily dismounted for use when needed, and it must be readily accessible from inside or outside the car.
- One 10 lb. extinguisher or two 5lb. extinguishers in each pit stall.
- Extinguisher must be fully charged, operational, rated for gas and oil fires.

**Roll Cage:**

- Must be at least a six-point cage with a minimum of three (3) horizontal bars in the left door area and at least two (2) horizontal bars in the right door area.
- 1950 to 1969 bodies must have a minimum of 3 bars in each door.
- All joints must be welded. Gussets recommended. At the minimum the roll cage must be built of 1 1/2" tubing with 0.095 wall thickness, or built from 1.25 schedule 40 black pipe.
- Roll bars near the driver must be padded.

**Window Nets:**

- Full 11"x24" ribbon window nets mandatory.

**Scatter shield:**

- Use of a scatter shield is recommended.

**Firewalls:**

- Mandatory metal front and rear walls. Steel is recommended.

**Floorboards:**

- Mandatory metal floorboards and fabricated interior trim.
- Steel is recommended especially under the driver.

**Roof:**

- Car body roofs that originally were not all steel must be filled with a metal insert.

**Drive shaft catch loop:**

- Cars with open drivelines must have a drive shaft catch loop. Loop must be made from at least 1/4" by 1 1/4" steel, and be located near enough to the front universal joint to keep it from dropping to the ground.
- Open drive shafts must be painted white for visibility and safety.

**Rear axles:**

- Full floating rear axles are mandatory.

**Wheel studs:**

- Must be 5/8" diameter on close five patterns hubs and 1/2" diameter on wide-five patterns.
- All lug nuts must have 1" socket size.
- Stud threads must be at least even with or extended beyond outside end of lug nut.

**SAFETY:** continued

**Brakes:**

- Minimum of three wheel brakes required.
- Disc or drum brakes are acceptable.

**Drivers Seat:**

- Racing style seat mandatory.
- Must have headrest for whiplash protection, which may be mounted separate from seat.
- Seat bottom and back must be secured to frame or roll cage structure.
- Seat may not be mounted to floor pan only.

**Safety Belt and Shoulder Harness:**

- Lap belts must be at least 3" wide.
- Shoulder belts must be at least 2" wide.
- Anti-submarine belt recommended.
- All safety belts must be in good shape and securely anchored to roll cage or frame.
- No cotton web belts.
- Belts will be checked for date of manufacture. Belts that are *three (3)* or more years old need to be replaced. The NVRA recommends replacing belts after two (2) years.

**Battery:**

- Preferred mounting location is outside the driver's compartment.
- Batteries mounted inside the driver's compartment must be securely anchored and completely enclosed in a box.
- No fabric strap or rubber bungee cord mounting allowed.

**Ignition Switch:**

- Must be within easy reach of driver, or from someone reaching from outside of car.

**Side or rear-view Mirror:**

- Mandatory.

**Radiator overflow catch container:**

- Mandatory
- No glass bottles or jars.

**Note: Oil and water leaks are not allowed on asphalt tracks and are not recommended at dirt tracks.**

**Fuel:**

- Gasoline or racing fuel only, any octane.
- No alcohol or nitrous oxide allowed.
- Metal lines and flexible hoses permitted. No rubber vacuum hose or clear plastic lines.
- Fuel lines routed through the driver's compartment must be metal shielded.
- All lines must be securely attached to car.
- No fuel filters or fuel pumps with glass housings.

**Fuel Cells:**

- Mandatory
- Must be securely mounted behind rear firewall and protected, preferably inside metal containers that enclose the fuel cell. Additional metal bars to protect the fuel cell are also recommended.
- Safety foam baffles and roll over check valves are *mandatory*.

**Electric Fuel Pump:**

- Electric fuel pump must be approved by the Technical Director.

## **Rules for Limited Sportsman**

**NOTE: If there is any doubt about the status of a rule, call the NVRA Technical Director for clarification.**

### **Bodies:**

- Body years allowed for Ford flathead V-8: 1930-1954.
- Body years allowed for in-line six cylinders: 1930-1957.
- Bodies must be metal and of U. S Auto manufacture or fiberglass replica. Body parts such as doors, hood and rear deck are mandatory and must be securely fastened.
- Fenders are optional for 1930-1948 model bodies.
- Hoods, fenders, running boards and deck lids may be fiberglass if stock appearing.
- Modifications to bodies and body parts must be reasonably representative of the era when that type car was originally raced.

### **Wing, Spoiler and Air Dam:**

- Not allowed in this division.

### **Chassis:**

- ***Stock frame rails*** .
- 1930-1957 frames and bodies can be mixed and matched.
- 1949-1957 cars must have a minimum wheelbase of OEM dimensions or 110". All other cars must have a minimum wheelbase of 100".
- Frames may not extend outside the sides of car body.

### **Front Ends:**

- Stock frames originally equipped with a straight front axle cannot be changed to an independent coil spring or torsion bar A-frame front suspension.
- Leaf springs or coil-over shock assembly permitted with straight front axle.
- Stock frames originally equipped with independent front suspensions may be changed to a straight front axle.
- Replacement adjustable upper A-frames permitted with independent front suspensions. No coil-over shock assembly allowed with this set-up.
- Weight jack bolts allowed.
- Rules Committee must approve any other type front end.

**Limited Sportsman Rules:** continued

**Steering:**

- Pitman arm-style steering sector only.
- Power assisted steering permitted.
- No Rack and Pinion steering systems.

**Rear Ends:**

- No independent suspension or radically offset drive train.
- Floater rear end is mandatory.
- Quick-change rear ends permitted.
- Stock style parallel leaf springs or transverse leaf (buggy) spring.
- Coil-over shock assembly permitted.
- ***3 or 4 link rear suspension set-ups permitted.***
- No birdcage type suspension set-ups permitted.
- Rules Committee must approve any other type rear end.

**Engines:**

- Ford flathead V-8s or in-line six cylinders only.
- No V-6 engines.

**Ignition:**

- Type optional.
- Magnetos permitted.
- No crank-triggered ignition systems.

**Clutch, Flywheel and Transmission:**

- Type optional.
- Cars must start and move under their own power.
- No push starting allowed except for a mechanical problem.

## **RULES FOR MODIFIED SPORTSMAN**

**NOTE:** If there is any doubt about the status of a rule, call the NVRA Technical Director for clarification.

### **Weight:**

- All cars in the Modified Sportsman division must weigh a minimum of 2450lb. including the driver.

### **Body:**

- Body years allowed: 1930-1948
- Bodies must be metal and of U.S. Manufacture or fiberglass replica. Body parts such as doors, hood and rear deck are mandatory and must be securely fastened.
- Fenders are optional.
- Hoods, fenders, running boards and deck lids may be fiberglass if stock appearing.
- Modifications to bodies and body parts must be reasonably representative of the division and era when these cars were raced.
- No radical offset or skewing of the body on the chassis.

### **Spoiler and Air Dam:**

- Not allowed in this division.

### **Wing:**

- A roof wing is allowed. No wing allowed over the hood or radiator of the car.
- The wing must be mounted over the roof of the car parallel with the racecar tires and the wing must be centered over the race car body as measured from left to right. No skewing of the wing is allowed.
- Wing must meet the following guidelines for construction:
- The square horizontal surface area will NOT measure more than 54 inch by 54 inch and will be constructed from metal with a thickness of 0.020 inch.
- The vertical side panels will measure NO taller than 24 inches and will measure NO longer than 60 inches, and will be constructed from metal with a thickness of 0.060 inch.
- Each of the vertical side panels will be spaced evenly (top to bottom, and front to rear) when secured to the outer edges of the horizontal surface area of the wing.
- Wings will not be adjustable from inside of car.
- Wings will be securely mounted onto the car's roll cage.
- Mounting tabs must be welded to the roll cage. Mounting tabs should be made from 1½ inch by ¼ inch flat bar steel or other such material.
- Mounting hardware used to support the wing from the roll cage should be made of a minimum of 1½ inch by ¼ inch flat bar steel or from 1¼ inch tubing with 0.083 wall thickness.
- Wing supports must be either welded or attached with at least 5/16-inch bolts and nuts.

### **Chassis:**

- Stock frames or a stock appearing frame made from 2 by 3 rectangular tubing is permitted.
- Frame and body can be mixed between manufacture lines. Example: Ford frame with a Chevrolet body or visa versa.
- Minimum wheelbase of 100".
- Frames may not extend outside the sides of the car body.

## **Modified Sportsman Rules:** continued

### **Front Ends:**

- Straight axle front end only.
- Leaf springs or coil-over shock assembly permitted with straight axle.
- No independent coil spring or torsion bar A-frame front suspension allowed.
- Weight jack bolts allowed.
- Rules Committee must approve any other type front end

### **Steering:**

- Pitman arm style or rack and pinion steering is permitted.
- Power steering permitted.

### **Rear Ends:**

- No independent suspension or radically offset drive train.
- Floater rear ends *mandatory*.
- Quick-change rear ends permitted.
- No cambered rear ends.
- Stock style parallel leaf springs or transverse leaf (buggy) spring.
- Coil-over shock assembly permitted.
- 3 or 4 link rear suspension set-ups permitted.
- No birdcage set-ups.
- Rules Committee must approve any other type rear end.

### **Engines:**

- Overhead valve V-8 only.

### **Ignition:**

- Type optional.
- Magnetos permitted.
- No crank-triggered ignition system.

### **Clutch, Flywheel and Transmission:**

- Type optional.
- Cars must start and move under their own power.
- No push starting allowed except for a mechanical problem.

## **RULES FOR LATE MODEL SPORTSMAN**

**NOTE:** If there is any doubt about the status of a rule, call the NVRA Technical Director for clarification.

### **Weight:**

- All Late Model Modified cars must weight no less than 2800 pounds with the driver. No Exceptions.

### **Body:**

- Body years allowed: 1949-1969
- Body must be metal U.S. Auto Manufactured or fiberglass replica. Body parts such as doors, fenders, and hood and rear deck are mandatory and must be securely fastened.
- Hoods, fenders, running boards and deck lids may be fiberglass if stock appearing.
- Modifications to body and body parts must be reasonably representative of the division and era when the racecar was originally raced.

### **Spoiler:**

- A rear Spoiler is allowed, but is limited to the following:
- Height, maximum of five (5) inches.
- Width, maximum of sixty (60) inches.
- Spoiler must be made of plastic or metal and *may be supported with bracing*, no side panels.
- Rear spoiler must be attached securely to the rear of the rear deck (trunk) lid.
- A front spoiler is allowed if that year/model originally came with a spoiler or if sportsman division racecars from that era ran a front spoiler.

### **Chassis:**

- ***All models that were produced as a unitized body must have a frame or have the front and rear clips tied together using 2" X 3" rectangular tubing. The Technical Director must inspect and approve all unitized body cars. Safety is the issue! This will help the novice racer to be safe and not fall into the trap of welding roll bars to floor pans.***
- ***A stock frame or a stock frame with a later model OEM type front clip is allowed. Example: A '55 Chevy frame with a Camaro front clip is allowed.***
- ***A chassis fabricated using 2" X 3" tubing from the firewall back to the rear with an OEM type front clip is allowed. Example: 2" X 3" square tubing chassis with a Camaro OEM front clip is allowed.***
- ***Frame and body manufacturers may be mixed i.e. Chevy body and Ford frame.***
- ***All cars must have a minimum wheelbase of OEM dimensions or a minimum of 105 inch.***
- ***No all round tube or sprint car chassis allowed.***

### **Front Ends:**

- ***OEM frames with stock-appearing coil spring or torsion bar A-frame front suspension.***
- ***Replacement adjustable upper A-frames permitted.***
- ***Later model front clips on old chassis permitted. Example: Stock Camaro front clip grafted to a 1955 Chevrolet frame.***
- ***Weight jack bolts permitted.***
- ***No coil-over assembly permitted (shock absorber + shock coil).***
- Lower A-frames must be stock.
- All A-frames must mount in the stock position.
- No coil-over shock assembly *or sliders* permitted.
- Rules committee must approve any other type front end.

**Late Model Sportsman:** continued

**Steering:**

- Pitman Arm style or Rack and Pinion steering is permitted.
- Power Steering permitted.

**Rear Ends:**

- No independent suspension or radically offset drive train.
- Floater rear ends mandatory.
- Quick-change rear ends permitted.
- Coil-over shock assembly not permitted.
- Trailing arm and truck arm suspensions permitted.
- Stock type coil spring trailing arm suspensions permitted with weight jack bolts.
- 3 or 4 link/points rear suspension set-ups permitted.
- No birdcage type suspension set-ups.
- ***Coil over sliders not permitted. Coil springs must be 5" in diameter.***
- Rules Committee must approve any other type rear end.

**Engines:**

- Overhead valve V-8 only.
- Engine must be in stock position.

**Ignition:**

- Type optional.
- Magnetos permitted.
- No crank-triggered ignition systems.

**Clutch, Flywheel and Transmission:**

- Type optional.
- Cars must start and move under their own power.
- No push starting allowed except for a mechanical problem.

## RULES FOR LATE MODEL MODIFIED

**NOTE: If there is any doubt about the status of a rule, call the NVRA Technical Director for clarification.**

### **Weight**

- Cars must weigh no less than 2700 pounds with the driver.

**Body:** Body years allowed: 1949-1969.

- Body must be metal of U.S. Auto Manufacture or fiberglass replica. Body parts such as doors, fenders, and hood and rear deck are mandatory and must be securely fastened.
- Hoods, fenders, running boards and deck lids may be fiberglass if stock appearing.
- Modifications to body and body parts must be reasonably representative of the era when the car was originally raced.

### **Spoiler:**

- A rear Spoiler is allowed, but is limited to the following:
- Height, maximum of *six (6)* inches.
- Width, maximum of *sixty (60)* inches.
- Spoiler must be made of plastic or metal and *may be* supported *with bracing*, no side panels.
- Front spoiler allowed only if original equipment on that year/model or if sportsman cars from the era the race car was originally raced ran a front spoiler.

### **Chassis:**

- All models that were produced as a unitized body must have a frame or have the front and rear clips tied together using 2" X 3" rectangular tubing. The Technical Director must inspect and approve all unitized body cars. Safety is the issue! This will help the novice racer to be safe and not fall into the trap of welding roll bars to floor pans.
- A stock frame or a stock frame with a later model OEM type front clip is allowed. Example: A '55 Chevy frame with a Camaro front clip is allowed.
- A chassis fabricated using 2" X 3" tubing from the firewall back to the rear with an OEM type front clip is allowed. Example: 2" X 3" square tubing chassis with a Camaro OEM front clip is allowed.
- Frame and body manufacturers may be mixed i.e. Chevy body and Ford frame.
- All cars must have a minimum wheelbase of OEM dimensions or 105 inch.
- No all round tube or sprint car chassis allowed.

### **Front Ends:**

- OEM frames with stock-appearing coil spring or torsion bar A-frame front suspension.
- Replacement adjustable upper A-frames permitted.
- Later model front clips on old chassis permitted. Example: Stock Camaro front clip grafted to a 1955 Chevrolet frame.
- Weight jack bolts permitted.
- No coil-over assembly permitted (shock absorber + shock coil).
- Rules Committee must approve any other type front end.

**Late Model Modified rules:** continued

**Steering:**

- Pitman Arm style or Rack and Pinion steering is permitted.
- Power Steering permitted

**Rear Ends:**

- No independent suspension or radically offset drive train.
- Floater rear ends mandatory.
- Quick-change rear ends permitted.
- Coil-over shock assembly permitted.
- Coil-sliders permitted.
- Trailing arm and truck arm suspensions permitted.
- 3 or 4 link/points rear suspension set-ups permitted.
- Coil springs in conjunction with leaf springs are permitted.
- No birdcage type suspension set-ups.
- Rules Committee must approve any other type rear end.

**Engines:**

- Overhead valve V-8 only.
- Engine must be in stock position or front spark plug must line up with front top ball-joints.

**Ignition:**

- Type optional.
- Magnetos permitted
- No crank-triggered ignition systems.

**Clutch, Flywheel and Transmission:**

- Type optional.
- Cars must start and move under their own power.
- No push starting allowed except for a mechanical problem.

## **RULES FOR MODIFIED OPEN**

**NOTE:** If there is any doubt about the status of a rule, call the NVRA Technical Director for clarification.

### **Body:**

- Body years allowed: 1930-1969
- Body must be metal of U.S. Auto Manufacture or fiberglass replica. 1949 – 1969 Body parts such as doors, fenders, and hood and rear deck are mandatory and must be securely fastened.
- Fenders are optional for 1930-1948.
- Hoods, fenders, running boards and deck lids may be fiberglass if stock appearing.
- Modifications to body and body parts must be reasonably representative of the division and era when the car was originally raced. No radical offset or skewing of the body on the chassis.

### **Spoiler:** No combination of a spoiler and a wing allowed.

- No spoiler allowed on the roof, window openings, hood or sides of car body.
- Rear spoiler is allowed for full-bodied late model 1949 to 1969 cars only, but is limited to the following:
- Height maximum of 10 inches.
- Width maximum of 60 inches.
- Vertical side panels attached to spoiler is allowed but must not exceed 8" in height and be no longer than 12".
  - Spoiler may be made of plastic or metal and may be supported with bracing. Spoiler must be securely attached only to the rear of the deck lid.

### **Wing:**

- A wing will be allowed on car bodies built up through 1969.
- The wing must be mounted as follows:  
The wing must be mounted over the roof of the car parallel with the racecar tires and the wing must be centered over the race car body as measured from left to right. No skewing of the wing is allowed.
- The wing must meet the following guidelines for construction:
- The square horizontal surface area will NOT measure more than 54 inch by 54 inch and will be constructed from metal with a thickness of .020.
- The vertical side panel will measure NO taller than 24 inches and will measure NO longer that 60 inches, and will be constructed from metal with a thickness of .060.
- Each of the vertical side panels will be spaced evenly (top to bottom, and front to rear) when *secured* to the outer edges of the horizontal surface area of the wing.
- Wings will not be adjustable from inside of the car.
- Wings will be securely mounted onto the car's roll cage.
- Mounting tabs must be welded to the roll cage and the bottom of the horizontal surface area of the wing. Mounting tabs should be made from 1 1/2 inch by 1/4 inch flat bar steel or other such material.
- Mounting hardware used to support the wing from the roll cage should be made from a minimum of 1 1/2 inch by 1/4 inch flat bar steel or from 1 1/4 inch tubing with .083 wall thickness.
- Wing supports must be either welded or attached with at least 5/16 inch bolts and nuts.

**Modified Open rules:** continued

**Chassis:**

- Stock frames preferred, but square or rectangular tubing frames permitted.
- All cars must have a minimum wheelbase of 100 inches.
- Frames may not extend outside the sides of car body.
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**Front End:**

- Independent front suspension or straight axle.
- Leaf springs, coil spring, coil-over shock assembly and torsion bars permitted.
- Weight jack bolts permitted.

**Steering:**

- Pitman arm style or rack and pinion steering is permitted.
- Power steering permitted.

**Rear Ends for all cars in division:**

- No independent suspension or radically offset drive train.
- Floater rear ends mandatory.
- Quick-change rear ends permitted.
- Trailing arm and truck arm suspensions permitted.
- 3 or 4 link rear suspension set-ups permitted.
- Birdcage suspension set-ups permitted.

**Engines:**

- Overhead valve V-8 only.

**Induction System:**

- One, two or four barrel carburetors.
- Two or more carburetors permitted.
- Mechanical fuel injection permitted.
- No electronic fuel injection.
- No supercharging or turbo charging or nitrous oxide.

**Clutch, Flywheel and Transmission:**

- Type optional.
- Cars must start and move under their own power.
- No push starting allowed except for a mechanical problem.

**NOTES:**