

MOSPORT LATE MODEL 2010 RULES

(Revised April 28, 2010)

1) BODY STYLE

Any North American built fiberglass, aluminum, or steel car or truck.

2) BODY APPEARANCE

A) The body must be stock appearing. Bodies are to be template style; 5 Star, ARP etc. and made of steel, aluminum, fiberglass or plastic. No carbon fiber body parts permitted. Rubber front and rear bumper covers are recommended. No wedge style, slab side or high performance bodies or DIRT noses allowed.

B) Minimum ground clearance is 4" (four inches) at the lowest point of the body or skirt and 5" (five) at the frame to the ground, excluding the front cross member but including ballast weight (without driver).

C) Body height can be a minimum of 46 inches, measured 10" behind the top of windshield on the roof centerline (without driver).

D) The rear spoiler material can be 5" maximum with a maximum width of 62". The maximum spoiler height is 40".

E) The trunk deck lid must be hinged or easily removable for easy access in case of fire.

3. BATTERY

One 12 volt battery only and it must be anchored securely and separated from the driver's compartment by a firewall.

4. BELL HOUSING CLUTCH AND FLYWHEEL

Stock type steel single disc clutch and flywheel units must not be drilled or machined. Stock type clutch and pressure plate must be used with a minimum 10" diameter. Clutch disc may be puck type and must not be constructed from aluminum. Bell housing must be a NHRA steel type. Minimum flywheel weight is 14 lbs.

5. BRAKES

A) Four wheel hydraulic brakes in good working condition are compulsory.

B) Steel single piston calipers must be used.

6. CHASSIS AND SUSPENSION

A) Perimeter chassis only is permitted and must conform to Item F below for frame rail dimensions.

B) The wheelbase can be a minimum of 104". A maximum of 66" of track width is allowed.

C) Frame must be built out of 2" x 3" or 2" x 4", minimum .095" wall thickness.

D) Lower control arms must remain in stock location.

E) A stock steering box is mandatory. No rack and pinion steering.

F) Main frame rails must be no less than 24" outside of rail to center line of chassis.

G) Sway bar must be mounted to lower control arm and may be adjustable. Any type or size of sway bar is allowed.

H) Hubs may be drilled for larger wheel studs with minimum 5/8" wheel studs being mandatory.

I) No coil over suspensions or coil over eliminators allowed. A minimum 4" O.D. coil spring is allowed and spring rubbers may be used.

J) Cars must use stock type cast, forged or after market solid pin spindles.

K) Any steel front upper control arms may be used.

L) Mono ball joints are allowed.

M) One shock per wheel. Shocks that are allowed are Koni #30-7325, 30-7436, 30-9325, 30-9436, or Pro WB shocks. (Koni shock #30-7647 will be allowed in 2011)

7. DRIVE LINE: STEEL DRIVE SHAFTS ONLY

Must have steel 360 degree retaining loops 1/4" by 2" positioned at the front and rear of the drive shaft within 6" of each u-joint. Drive shaft must be painted white or fluorescent.

8. ENGINE

A) V8 engines only. Sealed crate engine part #88958602 permitted. Built motors are allowed but are subject to 2008 rules.

B) Maximum cubic inch size is Chrysler and AMC 360, Ford 351 and Chev. 350 with a maximum overbore of .060".

C) Engine Location:

The engine must be located so as the front most spark plug is no further back than the center of the upper ball joint with zero tolerance.

D) Minimum engine height of 11" from center of crankshaft to ground level

E) Camshaft - Hydraulic flat tappet cam only allowed. Offset camshaft key allowed.

F) EXHAUST MANIFOLDS

Chev crate engine part #88958602 are to use Schoenfeld headers #135, 135H, or 145. Ford and Dodge will be dealt with on an individual basis.

G) EXHAUST SYSTEM

A muffler is mandatory and all exhaust must exit through it or them.

H) FUEL PUMP

Mechanical pump only.

I) FUEL

103 Octane maximum.

J) CARBURETION:

One R4412-500 C.F.M. Holley factory stock produced two-barrel carburetor only. The only changes allowed are jets, power valve and removal of choke parts. Two throttle return springs and stop are mandatory. Carburetor hats are allowed and air cleaners are mandatory. An accelerator toe bar is mandatory. Air filters boxes are permitted. No boost venturi below the throttle plate. No ram air systems. A quick change jet kit (part #3425 float bowl) may be used. No Keith Dorton performance carburetors. Carburetor must be located in center of intake. Where metering block is attached to main body, a small amount of resurfacing is allowed.

Carburetor adaptor to be one solid piece, with no modifications and with gasket, is not to exceed a thickness of 1.25".

Holley factory stock measurements are as follows:

- * Metering block must have the following ID# stamped on it. Factory stock #5924 or #5925. The #10570 will appear on replacement or service metering blocks.
- * Metering block power valve channel restriction ports (2 holes behind the power valve) maximum .0635".
- * Metering block idle feed restriction ports (2 holes) maximum: .035".
- * Metering block main passage to discharge nozzle (2 holes) maximum: .141".
- * Main body high speed air bleeds (2 holes) maximum: .028".
- * Main body idle speed air bleeds (2 holes) maximum: .074".
- * Butterfly (throttle plate) thickness: .0398" - .0438".
- * Hole in butterfly: .090" - .096".
- * Butterfly must have stamped on it ID #215.
- * Throttle shaft diameter .368" - .369".
- * Throttle shaft thickness at flat of shaft: .152".
- * Venturi bore diameter: 1.373" - 1.377".
- * Boost venturi inner bore diameter .377" - .383".
- * Boost venturi outer diameter .610" - .630".
- * Throttle bore diameter 1.6855" - 1.6865".
- * All air entering the engine for combustion purposes must enter through the air horn of the carb.

K) DISTRIBUTOR AND IGNITION

- 1) Battery operated 12 volt ignitions only.
- 2) Car must be self-starting and have an ignition kill switch within reach of the driver on the left hand side of the car.
- 3) OEM electronic ignition must be used and require stock type coil and stock type ignition modules.
- 4) No traction control devices are allowed.

9. FIRE WALLS

Front firewall does not have to be original, but must use a minimum 22 gauge steel. Passenger side of firewall may be moved as far back as the front of the roll cage, to allow for easy access to the drive line, and may be .040" aluminum.

10. FIRE CONTROL

A) Cars must have a 2 ½ lbs minimum fire extinguisher with a steel or aluminum head mounted in a steel mounting bracket and must be bolted down and within driver's reach with seat belts fastened

B) Driver's fire suit is mandatory. Fireproof gloves, contoured neck collar, balaclava, underwear, socks, shoes and Hans or Hutchins type devices are highly recommended. No nylon shoes allowed.

11. FUEL CELL

A) A fuel cell is mandatory.

B) The fuel cell must be mounted between the frame rails (no notching of the rails allowed) and the bottom must be mounted with no less than 9" ground clearance. Fuel cell must be secured with steel straps made of 1" x 1/8" or equivalent, not less than two lengthwise and two crosswise, full 360 degrees.

C) Fuel cell must have left side, right side and rear hoop protection bars, minimum 1 3/4 x .095" tubing. (Diag. #4)

D) Fuel cell must have a one way check valve in the vent line and have a shut-off valve installed in the fuel line which is accessible to the driver and the safety crew and it must be clearly marked OFF and ON.

E) The gas cap must have an appropriate attaching line to prevent its loss. A ground strap from the tank to the chassis is mandatory.

F) Steel fuel lines must be used and neoprene can be used for connection purposes only. Fuel lines must be securely fastened under the floor. Metal fuel filters only.

12. Oil line to oil pressure gauge must be braided, copper or steel line. No plastic lines.

13. PAINT AND LETTERING

All cars must be neatly painted. Numbers assigned by the track must be painted on both sides of the car and roof, with a minimum 20" high by 3" wide letters (roof numbers read from right side) of a color offering a distinct contrast to the color of the car. No trick numbers. 4" numbers on both headlight and tail light caps are required. Block type numbers 6" high, white in color, must be displayed on the upper right hand side of the windshield.

14. RADIATORS

Must be in stock location and include an overflow can. No antifreeze.

15. REAR END AND SUSPENSION

Any three or four point hook up may be used. Lower arms must not exceed 30" from mounting holes on rear end of mounting holes of frame. Upper arms must not exceed 30". Rubber biscuits are allowed in the trailing arms but springs are not. Panhard bar must be a one-piece solid type. Heim joints are allowed. Rear springs must maintain same mounting location from side to side.

A) Rear ends to be welded, mini spool or full spool only. No aluminum or titanium parts excluding the spool and the differential housing (3rd member).

B) Floaters with steel or aluminum hubs.

C) No ratchet rear ends. No traction assist or control devices allowed.

D) No cambered rear ends allowed.

E) Quick change rear ends will not be allowed on a regular basis in 2010 but will be in 2011.

F) Final gear ratio cannot be greater than 5.50:1.

16. ROLL BARS

A) Cage must be constructed of 1 3/4 inch round steel minimum outside diameter by .095" wall thickness. (Diag. 4 & 5)

B) Four point cage compulsory.

C) A minimum of four horizontal bars must be inside the left side door and three bars inside the right door and a minimum of two vertical bars between each horizontal bar.

D) All roll bars in the driver's area must be properly padded and taped with foam rubber.

E) Left leg protection bar must be installed between roll cage and left front frame rail. All welds will be subject to the approval of the tech inspectors.

17. SAFETY BELTS AND HARNESS

A quick release lap belt of no less than 3-inch width and 3-inch shoulder harness is mandatory. Belts must be securely fastened to frame and/or roll cage with minimum ½ inch grade 5 bolts or equivalent. A crotch belt is mandatory and seat belts must be dated within the last 3 years or be in excellent condition. Padded steering wheel hubs are mandatory and no one piece steering columns. (Diag. #2)

18. SAFETY HELMET

A Snell 2000 SA or newer approved racing safety helmet is mandatory and complete driver's fire suit must be worn in all practice and race events. Goggles and a full face helmet are highly recommended.

19. Seat

An aluminum racing seat must be securely bolted to the roll cage and not bolted to the floor. When mounting the seat, use minimum 3/8" bolts with large flat washers to hold the racing seat to seat framework. A minimum of two bolts on the seat back and two bolts on the seat bottom are required. The seat must be positioned completely to the left of the centerline of the car. An approved head restraint must be made of an energy absorbing material and headrest side plates are recommended.

20. TRANSMISSION

Any manual or automatic stock OEM transmission may be used and all gears must be operational.

21. WEIGHT

Car weights are 55% maximum left side and 50% maximum rear. Cars will be weighed and teched after racing as they come off the racetrack with the driver in the car and without topping up with fuel. Minimum weight is 2,900 lbs. for a sealed crate engine. Chev and Ford 2,900 lbs for built engine with exhaust manifolds. Chev and Ford 3,000 lbs for built engine with headers. Chrysler will be dealt with individually.

22. RACING RIMS ONLY

Maximum wheel width allowed is 8 inches with a minimum weight of 17 lbs. No aluminum, magnesium, wide 5 bolt pattern wheels. Wheel spacers are allowed.

23. WINDSHIELD, WINDOW NET

A) Windshields must be lexan or marguard.

B) Window net mandatory with minimum 3/8 inch rod and it must have a quick release latch.

C) Front windshield center bracing mandatory. A minimum of two secure braces must be on the inside of the car.

D) Minimum side window openings 22" length x 14 ½" high.

24. MIRRORS

One rear view mirror located in center of car. (stock location)

25. RADIOS

Allowed but must work in conjunction with track radios.

26. All new Mosport crate motors must be sealed by Mosport Tech before delivery to the driver or owner.

28. CRATE MOTORS not sealed by Mosport Officials are subject to further inspection by Tech. Any motor found to be questionable will be dyno'd and evaluated for its legality.

Thanks and we hope to see you at the track.