



FIREBALL RULES

APPEARANCE & BODY

1. All cars must be numbered on both sides, must also have large number on roof [legible please, contrasting colors preferred]
2. Must look stock – factory panels allowed, replacement panels must be 18/20-gauge five star or performance bodies recommended.
3. Aluminum bodies may be allowed but must look stock; track has final say on body appearance.
4. Air cleaner must be covered by hood; hood may have a bow to it.
5. 5” spoiler allowed – no side fins; maximum 2 braces allowed going forward or rearward in middle area of car – no closer than 12” from outer edges.
6. Car must have A and B pillars.
7. Decking is allowed for interior.

ROLL CAGE

1. Must use a minimum of 1.5” x .095” tubing for main cage and door bars.
2. Minimum 3 door bars on left side with a safety plate welded outside of bars; 18” x 24” minimum; 18 ga minimum.
3. Minimum 2 bars on passenger side; 3 recommended
4. Must have fuel cell protection bar behind the fuel cell.

FRAME

1. Any American made OEM 1964 or newer, Camaro, Nova, Monte Carlo, Mustang, etc. 3.2. Rear wheel drive only
2. Full frame or UNI body ok; UNI body must connect front and rear sub-frames.
3. Camaros and Nova’s may repair/repaired rear clip may be replaced with 2x3 square tubing. Suspension points (leaf spring mounts) must be in stock location on front of leaf springs.

BUMPERS

1. Stock type front and rear bumpers.
2. Fabricated front and rear bumpers allowed with aftermarket plastic nose and tail pieces. a. All supporting material must be inside nose / tail piece. b. Must have visible tow chain or cable for wrecker hookup on front and rear.



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3. No cattle guard front or rear bumpers
4. No sharp edges
5. Must be rounded or capped to prevent hang ups.
6. Must have loop or chain front and rear for wrecker hookup.

SUSPENSION

1. Weight jacks allowed.
2. Non-adjustable tubular (upper) A-arms are allowed.
3. Must use stock or stock replacement ball joints – no low friction or rebuildable ball joints allowed.
4. No moving or altering of stock frame mounts for lower A frame mounts.
5. Maximum 14” tall rear springs – no progressive
6. Leaf springs may run, any steel non-adjustable replacement leaf springs.
7. Must use OEM type rubber bushings on front and rear.
8. Sway bars allowed; must be OEM mounted in OEM locations.
9. No 3 link.
10. All hook up points must be equivalent to stock measurements with a ½” tolerance on height in front.
11. Leaf spring cars may run sliders on rear or multiple hole shackles.

SHOCKS

1. Any rebuildable twin tube steel body shock allowed. No gas pressure shocks.
2. No internal or external bump stops. No adjustable shocks. No bladder type shocks.
3. Shock claim \$50 & swap – must be on lead lap. Track may claim for \$125, no swap.
4. Shocks must fully compress and extend at any time.
5. AFCO K series, 14 series shocks, 10 series shocks are legal.

REAR END

1. Only stock GM rear ends allowed, or 9” FORD.
2. All mounts must be in stock location, no altering of any kind.
3. Rear ends must be locked with mini spools or welded or full spool, but no limited slip or Detroit locker type.
4. Control arms must remain stock length.



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STEERING

1. All components must be steel and OEM in OEM location.
2. May use adjustable sleeve for tie rods.
3. Replacement spindles allowed are stock or SPEEDWAYMOTORS raised cast PN91034501.
4. Must use racing seat – track will inspect and verify.

IGNITION & FUEL

1. Only one 12-volt battery allowed; must be in safe battery box.
2. No traction control devices
3. Must use a REV limiter box of some sort (track has final say) – keep it simple or track may not allow. Must be out of reach from driver.
4. 6600 RPM maximum – will tech every race; even heat races
5. Must have a safety switch.
6. Pump or race gas allowed and E85 – NO methanol. If running E85; must display on left side of car in minimum 4” letters that contrast to body color. Please for safety reason!
7. No fuel additives allowed.
8. Must use race approved fuel cell only with flapper valve/rollover valve.
9. Only 4412 500CFM carbs allowed; must pass GO-NOGO gauges.
10. No XP or HP carburetors.

ENGINE

1. Small block V8 only – steel blocks only
2. No aluminum heads.
3. Maximum of 1.25 inches total allowed for spacer plate and gaskets.
4. No stud girdles or JESEL systems.
5. No hydraulic roller cams.
6. 602 crate is allowed with an approved 650CFM 4Barrel 6400RPM.
7. Engine must remain in stock position. #1 spark plug may not be further back than the most forward ball joint 1” tolerance.

EXHAUST

1. Stock style chassis headers only.



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2. Exhaust manifolds allowed.

TRANSMISSION

1. Stock only.
2. Automatics – 10” minimum torque converter (no dummies)
3. Standards – 10 ½” clutch and pressure plates minimum.

BRAKES

1. Dual master cylinder allowed. Brake bias allowed.
2. May use a manual RF cut off; not allowed in cockpit or within driver reach.
3. No aftermarket rotors allowed.
4. Must have a rotor and caliper on all 4 corners.

TIRES AND WHEELS

1. Any 15” x 8” wide steel wheel allowed.
2. 8” bead lock on right side only!
3. Racing studs and nuts mandatory; must see exposed threads after wheel is tightened.
4. 9” asphalt take offs ribbed; American Racer 970. Hoosier F70 tires also allowed – grooving and siping is allowed.

COOLING AND RADIATOR

1. Radiator in stock location only

WEIGHT/BALLAST

1. Minimum weight after race with driver; 3,000 lbs.
2. No weights to be mounted to any suspension or parts of drivetrain.
3. All weights must be painted white and marked with car number in contrasting color. 4. Must use ½” diameter bolts. a. 25# require 1 bolt grade 8 b. 50# - 75# require 2 bolts grade 8
5. No weights mounted in cock pit area.

PLEASE keep in mind that this is a new class – we want it to be affordable and we will obviously need to adjust the rules periodically to keep the competition fair!

Any changes will be in RED!