

2012 Deep South Speedway
VINTAGE CARS -

IF IT DOESN'T SAY YOU CAN... YOU CAN'T!

DSS reserves the right to change, revise, omit, clarify, or enforce any rules at any time to maintain a safe race program.

SAFETY GEAR & EQUIPMENT (Rules apply at all times the car is on the track.):

1. Full face helmet required. No open face helmets!
2. SFI approved full fire suit required.
3. SFI approved gloves and shoes strongly recommended.
4. SFI approved neck collar or Head and Neck Restraint System (HANS) type device strongly recommended.
5. SFI approved balaclava (head sock/hood) strongly recommended.
6. Driver side window net required. Late Models are exempt from window net rule as long as your arms cannot exit the window opening. Window net or arm restraints recommended. Modifieds must have either a window net or arm restraints.
7. Five point SFI approved racing safety harness seatbelt assembly required and within dates.
8. Seatbelts MUST be securely fastened to cage with minimum 3/8" bolts.
9. Operative fire extinguisher with gauge required and easily accessible. Minimum 2 lb. May not be zip tied or taped into place. Onboard fire suppression system recommended.
10. SFI approved aluminum high back racing seat required. No plastic or fiberglass racing seats allowed. Full containment type racing seat strongly recommended.
11. Racing seat MUST be securely fastened to roll cage and NOT the body or floor pan.
12. Any bars that the head may come in contact with MUST be covered with roll bar padding. It is recommended that all bars that any part of the body may come in contact with be covered. SFI approved high density no drip roll bar padding strongly recommended.
13. Raceceivers are Mandatory for ALL drivers in ALL classes.

BODY:

1. Vintage bodies only consisting of fiberglass roof, hood, and grill shell as well as aluminum sides.
2. Body Styles Offered:
 - 1934 Ford 3 window coupe
 - 1934 Ford Victoria 2 door coupe
 - 1934 Chevrolet 3 window coupe
 - 1934 Chevrolet 5 window coupe

CHASSIS:

1. GM car frame only.
2. Front and rear suspension must remain completely stock parts in stock location.
3. Wheel base 108" as per OEM specifications.
4. Racing springs are allowed and must be steel.
5. Steel jack bolts and jack bolts bucket are allowed on all four corners.

FRONT SUSPENSION:

1. Upper control arm brackets may be stock or after market and may be moved for caster and camber adjustment.
2. Upper control arms may be aftermarket.

3. Screw in or bolt in ball joints allowed.
4. Upper and lower control arm bushings may be aftermarket.
5. Lower control arms must mount in stock location to the stock bracket.
6. Lower stock bracket may not be moved.
7. Aftermarket lower control arms are not allowed.

REAR SUSPENSION:

1. Rear upper trailing arms can be adjustable for pinion angle.
2. Rear springs must be mounted on top of axle tube.

ROLL CAGE:

1. Main roll cage (halo and four down tubes) must consist of continuous hoops not less than 1 ¾ OD, and an inner wall thickness of not less than .095 must be welded to frame.
2. No part of the main cage can extend farther forward than engine plate.
3. Must be frame mounted in at least six places securely, supported and cross braced.
4. Roll cage must consist of a configuration of front and rear loops connected by tubing on the sides or the side of hoops.
5. Must be securely supported and braced.
6. No brace bar forward of cage may be higher than stock hood height.
7. Main cage not further than engine plate.
8. A minimum of three door bars at least 1.5 OD.
9. Protection of driver feet is mandatory.
10. Door plate is mandatory.

SHOCKS:

1. Shock location is optional.
2. One (1) shock per wheel.
3. Non-adjustable shock must be steel.
4. No coil-over shock or coil-over spring.
5. No air, nor remote reservoir shock allowed.
6. No Schrader valves allowed.

TRANSMISSION:

1. No in/out boxes allowed.
2. All cars must have forward and reverse gears and be able to shift to forward or reverse with engine running.
3. Brinn-Bert type transmissions are allowed.
4. Clutch type transmissions must be equipped with explosion proof steel bell housing.

POWER TRAIN:

1. Rear of engine (bell housing flange) must be mounted at least 72" forward of the centerline of the rear axle.
2. Engine must be centered in frame, front and rear.
3. No offset engines in frame.
4. Bored block may not exceed .060" overbore.
5. No stroked or de-stroked engines allowed.
6. No 383 Chevy's.
7. Make/Cubic Inches:

Chevrolet/350
Windsor/351
Mopar/360
American Motor/360
Oldsmobile/350
Pontiac/350

8. Maximum intake valve size 2.02"
9. Maximum exhaust valve size 1.60"
10. Any cast iron 23 degree head.
11. Steel crank, Stock stroke +/- .020".
12. Steel Rods.
13. Stud or shaft mount rockers.
14. Stock rocker arm ratio for engine.
15. Maximum cubic inch is 364.
16. Flat top pistons only.
17. Maximum .500" lift cam shaft measured at valve.
18. Hydraulic lifters or solid lifters.
19. 604 Crate motor with aluminum head allowed but added 50 pounds of weight that must be mounted in front of the rear motor plate equally from side to side. This applies to 604 Crate motors only!

CARBURETOR:

1. Must run 2 barrel 500 cfm Holley 4412 or Rochester 2 barrel.
2. Holley carbs must be as originally manufactured with following exceptions...
3. Circle track float may be used.
4. Throttle blades may be drilled.
5. Choke flap may be removed.
6. No aftermarket coating allowed.
7. 50cc pump allowed.

FUEL PUMP:

1. Only stock mount push rod activated pumps allowed.

FUEL CELL:

1. Only one (1) fuel cell allowed.
2. Fuel cell capacity maximum of eight (8) gallons.
3. Cell must be mounted by minimum two (2) steel straps, 2" wide, around fuel cell.
4. Fuel cell should be enclosed in metal container and protected by roll cage.
5. Pick up tube or supply not to exit under tank.

IGNITION:

1. HEI style distributor.
2. No external coils.
3. No aftermarket ignition boxes.
4. No magnetos.
5. No crank trigger ignitions.
6. Aftermarket module allowed.
7. Car must be equipped with a kill switch, located within the car, easily accessible to emergency personnel!

REAR END:

1. Any American production car rear end is allowed, except corvette rear end.

2. May be narrowed or widened.
3. Ford 9" rear ends with floaters are allowed.
4. Must be all steel except drive plate caps.
5. Quick change rear ends are not allowed.
6. Aftermarket axles, studs and mini spools are allowed.
7. No posi-trac or limited slip style ends allowed.
8. Axles must lock together.
9. Any gear ratio may be used.

DRIVE SHAFT:

1. Must be steel.
2. Must be painted white.
3. Must have a steel driveshaft loop (360 degrees).
4. Loop must be connected to the frame located within 6" of the front drive shaft u-joint.

WEIGHT:

1. All cars must weigh minimum 2500 pounds.
2. Weight ballast must be securely bolted to the frame.
3. Ballast must be painted white and have the car number on it.

BRAKES:

1. Brakes must be operable and must lock up at least three wheels during an inspection.
2. Shut off valve is allowed on right front brake.
3. Front to rear proportioning valves and/or brake bias systems are allowed.

TIRES AND WHEELS:

1. Hoosier RC-4 tires unaltered.
2. May use steel bead locks on right side only.
3. Foam type or plastic mud cap allowed.
4. 10" wide or smaller steel wheels only.
5. Hoosier A-40 or IMCA G-60 okay on 8" steel wheels.

STEERING:

1. All components must be steel, unaltered OEM in OEM location.
2. Outer tie rod end adjustment sleeve may be replaced by minimum .625" steel rod end and steel tube.
3. Spindles can be ground for brake caliper clearance only.
4. Unaltered OEM replacement pinto spindles with bolt on spindle saver allowed.
5. Steel steering shaft and knuckles only.
6. Steering quickener allowed and may be aluminum.
7. Steering wheel and quick release may be aluminum.
8. Cockpit steering may be modified.
9. Steering must be kept on left side of car.
10. No rack and pinion steering of any kind.