



Grand National Division

2025 – 2028

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Introduction

The following specifications have been developed to ensure that competitors adhere to strict guidelines. No express or implied warranty of safety shall result from publication or compliance with these rules and regulations. These are intended as a guide and are in no way a guarantee against injury or death to participants, spectators or others. No equipment will be considered as having been approved for reasons of having passed technical inspection. Any item not covered in these guidelines will have to be approved by the race director or the chief technical director only no exceptions and must be approved in writing from either individual, with the chief technical director having the final word. These rules have been developed with the racer in mind and for the development of this class and the tracks involved. Any car that does not meet the minimum safety requirements will not be eligible to participate, absolutely no exceptions.

Safety

Roll Cage

- Minimum 4 post cage with 1 ¾ by .095 wall thickness may pass through the firewall
- Offset cages allowed must have a 21” minimum drivers’ halo
- Diagonal side to side bracing, front and rear hoops permitted
- Must have steel support bar behind driver with support bars passing through firewall
- Must have 1/8” steel plate between door skin and driver’s side door bars
- Must be minimum 3 driver’s side door bar and 2 passenger side door bars
- Fuel cell protection bar is mandatory

Drivers Protection

- Minimum of a 5-point racing harness is required
- Harness must be within 5 years of the manufacturer production date
- Harness must bolt to the roll cage with a minimum of a 3/8 grade 8 bolt
- Driver’s side window net is required and within 5 years of manufacturer date
- Window net must be mounted to the chassis and not the body
- Minimum 2 ½ fire extinguisher is mandatory, onboard system is recommended
- Racing seat mandatory and full containment highly recommended
- Full or open face helmet is mandatory with the appropriate “M” Snell rating
- Clean single layer nomex fire suit is required
- Fireproof shoes and gloves and mandatory

Chassis

- Any American passenger car with a minimum of 108" wheelbase ½" tolerance
- Chassis must remain stock until rear tires No tube chassis
- Unibody cars must tie chassis together with minimum of 2 x 2 tubing and an X
- Footbox are allowed
- Interior can be fully decked to top of passenger side door
- Fabricated firewall allowed but must remain in stock location
- Rear firewall must be installed in non-footbox cars
- No jeeps, station wagons, convertibles, four-wheel drive or front wheel drives
- No cut down chassis
- No modifications to frame except can tube chassis behind the tire
- Chassis X between Frame rails permitted
- Cross member can be notched for oil pan
- Front upper control mounts must remain near stock location
- Front spring pockets are allowed to be clearance for front springs
- 6" Frame height minimum with driver race ready

Bodies

- Aftermarket stock appearing body
- No wedge looking bodies no flat sides
- Fiberglass bodies must weight 3350 lbs
- 3" Ground clearance on all body panels minimum
- Spoilers may not exceed 6" and can not exceed width of quarter panels
- Hood must have 4 pins and clips
- Deck lid must have a minimum of 2 pins and clips
- Full front windshield is mandatory
- Rear windshield optional
- Roof height minimum 51" race ready with driver on scales
- NO mirrors allowed

Suspension

Front Suspension

- Lower control arms must remain stock length to chassis and in stock location
- Aftermarket control arms allowed but must remain near stock location
- No tubular lower control arms
- Aftermarket bushings are permitted but no mono balls
- Stock spindles only and must match chassis being used, No #2 spindles
- Aftermarket ball joints are permitted stock replacement length
- Aftermarket racing springs are permitted
- Upper control arm mounts must remain near stock location
- Front Jack bolts permitted
- Stock sway bar not to exceed 1 ¼ diameter
- Stock sway bar mounting location & stock adjustment, no through chassis adjusters
- Racing shocks permitted with \$150 claim rule (explained in miscellaneous)
- Stock to chassis brakes, racing pads permitted No big brakes
- Aftermarket slotted and drilled rotors permitted
- Safety hubs with a 5/8" minimum stud permitted
- Steering box, center link, idler arm and pitman arm must remain in stock location
- Steering quickener permitted
- No traction control if caught will be a one-year suspension

Rear Suspension

- Ford 9" or GM 10 bolt permitted
- Trailing arms must remain stock length and in near stock location
- Aftermarket trailing arms are permitted, but no adjustable trailing arms
- Trailing arms must have stock type bushings no mono balls
- Only one mounting hole in the rear end and chassis side permitted
- Rear disc brakes permitted
- Racing shocks permitted with \$150 claim rule (explained in miscellaneous)
- No aluminum driveshaft must be steel with a minimum of 2 ½ diameter
- Rear jack bolts permitted
- No aluminum rear end 3rd member carrier
- Rear end must be spool or welded only
- Wheelbase must be 108" minimum and within ½" from side to side

Engines

- Stock HEI type distributor no dual points, spark box or outside coils
- No MSD or equivalent components, no high voltage coils, or marine distributors
- MSD plug wires permitted
- Stock 4412 Holley only, choke plate maybe removed, must have 2 return springs
- Carburetor must pass the gauge test top and bottom
- 1" Max thickness adapter spacer permitted
- No XP or exotic carburetors
- Percey plates are permitted
- 2-barrel stock unmodified Edelbrock 7101 or equivalent No Brazinski intakes
- MSD rev limiter allowed out of drivers reach (track can disconnect without notice)
- 2 1/2" maximum diameter exhaust must exit behind the driver
- Any stock production unaltered exhaust manifold
- 1 5/8 Headers allowed no over the top headers
- No X or H type or 2 into 1 exhaust
- #3 spark plug must be lined up with upper ball joint
- Engine must be US factory production cast iron block
- Cylinder heads must be 350 or 305 minimum 54cc unmodified double hump
- 202 valve maximum diameter, 1.3 OD maximum valve spring
- World products #043610, #042650-1 only permitted
- No Vortec or angle plug heads
- Ford World Product #053030
- Any hydraulic camshaft .488 lift max
- Roller rockers can be 1.5 or 1.6 and can be mixed
- Screw in studs and guide plates allowed, stud gridles permitted
- 6" connecting rods are allowed

- 358 max cubic inch for GM's and will be checked periodically
- Ford 302 or 351 Windsor with a 7181 intake only
- Mopar 360 max cube inch
- No 400 blocks or LS motors No Cleveland motors
- Flat top pistons with 4 relief maximum
- Crank shaft must weigh minimum 49lbs
- No porting, polishing, gasket matching or gear drives
- Stock appearing oil pans or aftermarket pans
- All part numbers must be legible and unaltered

Transmission

- Any stock production automatic transmission allowed
- Any O.E.M torque convertor with O.E.M stall speed No dummy convertors
- Any stock production 3 or 4 speed manual transmission no center dropouts
- 360-degree steel blow proof bellhousing with a inspection hole
- No Aluminum bellhousings
- Transmission blanket or steel transmission floor pan for automatic transmissions
- Must have a minimum of 1 drive shaft at the front of the driveshaft
- Must be a steel driveshaft with a minimum of 2 ½" in diameter and be painted white
- NO TRIPLE DISC CLUTCHES
- A single 10" minimum clutch is mandatory

Fuel Cells

- Fuel cell is mandatory
- Must be mounted in trunk area with a minimum of (2) 1" steel straps
- Can not be lower than the center of the rear end housing
- Racing fuel is permitted No alcohol or additives, No E85
- Must have roll over valve

Tires and Wheels

- Maximum 8" steel wheels
- Hoosier Commanche tires no exceptions
- Wheels must not exceed 3" of the body wheel well
- No air bleeders of any kind

Weights and Measures

- Minimum weight 3300lbs with driver before race
- Maximum 54% left side with driver before race
- Minimum 51% front weight with driver before race
- 3350lbs for fiberglass aftermarket body
- 6" frame height with driver before race
- 3" body clearance on the scales
- 51" roof height minimum with driver on scales

Miscellaneous

- Claimer must finish top 10 and claimee must finish in top 3
- Claimer has 15 minutes from drop of the checker flag to notify tech inspector
- Shock must be compatible with your shocks
- Claimer must exchange shocks off his/her vehicle plus \$150 each
- Racetrack reserves the right to claim any shock at any time
- Anti-freeze fine is \$100 and will not be permitted to finish the evenings events
- Recommended you purchase a Westhold transponder
- Transponders will be available to rent weekly
- All illegal parts will be confiscated

Weekly payout

1. \$400
2. \$300
3. \$250
4. \$200
5. \$175
6. \$150
7. \$125
8. \$100
9. \$ 90
10. \$ 80
- 11.-20. \$75