

**WILDCAT DIVISION
GENERAL & TECHNICAL RULES**

All persons must be approved for Wildcat competition by the management of BRMS. Any person may be denied the ability to compete in the Wildcat division -- based solely upon the opinion of the management of BRMS -- based upon the skills and abilities of such a person as they relate to an entry level division of competition.

The management of Beech Ridge Motor Speedway reserves the right to disallow any person from competing in the Wildcat division in the interest of fair competition in an entry level division.

Wildcat competitors must request a number assignment through the general office. Drivers must hold a valid NASCAR license in order to compete.

SPECIAL NOTE: Leaf spring cars (re: Camaro, Firebird, Nova, etc.) are NOT allowed to compete in the Wildcat division.

- 1) All related General, Track, Flag, and Technical rules of this book do apply to the Wildcat division. Please read those sections carefully to become familiar with applicable procedures and guidelines.
- 2) 1988 Monte Carlo Five Star replacement steel bodies are allowed. Fiberglass roofs and hoods are allowed. Aluminum doors are allowed. Spoilers of any kind are not allowed.
- 3) The maximum allowable treadwidth is 64 1/2", center-to-center. Wheel spacers are allowed, 5/8" wheel studs are required if spacers are used.

Unibody car allowance:

- * Only 1993 – 2002 Gen4 cars are allowed a maximum 65 1/2" treadwidth, center-to-center. Gen3 cars are allowed a maximum 64 1/2" treadwidth, center-to-center.
 - * Gen3 and Gen4 cars must weigh 2900 lbs., race ready with driver, with a maximum 53% left side weight.
 - * Unibody cars are permitted with a minimum 100" wheelbase
 - * Cars must be 2002 or older models
 - * Stock 6- or 8-cyl. motors are allowed; turbo or supercharged motors are not allowed
 - * Cars may use existing Wildcat motor rules including the crate motor option
 - * 350 automatic transmissions are permitted and must use the Hurst #550-0001 transmission adapter kit.
 - * These cars are targeted to be required to use the crate motor.
 - * The rear trunk structure must remain intact to provide structural support, other than to allow fuel cell installation.
 - * A rear firewall constructed of min. 22-gauge steel must be secured across the rear seat-back deck in the stock location.
 - * Unibody cars must use the stock sway bar for the year, make & model of car.
- All other Wildcat division rules apply where appropriate and applicable.

- 4) Any coil spring car with 108" or longer wheelbase may be used. No station wagons, pickups, Jeeps, convertibles, T-tops, or sports cars.
- 5) All glass except windshield must removed and completely cleaned from the vehicle.
- 6) Roll cages are REQUIRED (see specifications on following pages). No additional bracing anywhere of any kind unless specified within these rules. No crash guards on front or rear bumpers.
- 7) Any front and rear bumpers other than stock must be constructed of max. .095 tubular steel 1 3/4" diameter. Stock front and rear bumpers must be reinforced so as to be securely fastened to the vehicle. "Reinforced" means to attach the bumper to the chassis so that it will not be knocked off the car if impacted. Bumpers must be additionally secured to the frame by chain so as to prevent bumpers from falling onto the track surface in the event that they should become dislodged from the vehicle. Aftermarket rubber noses and rear bumper covers are allowed. No trailer hitches.
- 8) With the exception of the inner door, roof and trunk panels, full inner body panels must remain in original position. Sheet metal must cover any other holes in the front firewall. Fiberglass

replacement hoods and roofs are allowed. Rear windows are allowed and must be made of a minimum of 1/8" thick polycarbonate material such as Lexan.

- 9) All doors must be chained, bolted, or welded shut.
- 10) The center of the steering wheel must be padded.
- 11) Rear seat shelf must remain as a firestop. Any holes in the seat shelf must be covered with sheet metal. Complete, bumper-to-bumper steel uni-body must be retained. Stock steel unaltered floor pan, firewalls and rear wheel wells **MUST BE RETAINED**. Any wheel wells that are badly rusted could be a potential fire hazard, and therefore such wheel wells must be lined with sheet metal. Front fender wells may be removed by unbolting only... cutting is not allowed. Inner hood and trunk panels may be removed. Trunk floor may be removed.
- 12) Front fenders must measure no more than 74" from outside-to-outside of both fenders when measured above the center of the front tires.
- 13) **CARS MUST BE STRICTLY STOCK ASIDE FROM WHAT THESE RULES REQUIRE:** No cutting, chopping, channeling, shortening, etc. No holes in the hood. Hood must be kept in place at all times. Body sheet metal must be kept in place at all times. Stock rocker panel must remain in place. All cars must be **RACE READY** upon arriving at the speedway.

ROLL CAGES:

- 1) A roll cage is **MANDATORY**, and must consist of four uprights joined together at the top, plus an "X" between the rear of the back uprights. Rear support bars are required, running diagonally from each rear upright bar of the cage and may extend to the rear of the frame horns, and may be reinforced between the frame horns. The two front bars must go from the front cage upright bars to the frame at the rear of the front crossmember. Four horizontal bars between the upright bracing on the driver's side are required, and those 4 bars must be bowed outward. There must also be a minimum of 3 horizontal bars - or an "X" - between the upright bracing on the passenger side. A horizontal bar between the two front uprights at dashboard level is required. The inner door panels may be removed to allow for the outward curving of the horizontal door bars if necessary. A front bracing hoop may extend from the front upright bars, through the firewall horizontally above the front clip, and connect to a bar protecting the radiator. The radiator protecting bar may be a maximum of 2" O.D.
- 2) Pipe size used for roll cage must be a minimum of 1-3/4 inches O.D., and a minimum of .095 wall thickness. All pipes in the driver's area must be well padded. The roll cage may not reinforce the body or frame or alter the geometry of the race car -- its sole purpose is to hold the car off the driver in the event that it is overturned.
- 3) The front and rear roll cage hoop must have a minimum height of 38" measured from the top of the frame to the top of the roll cage.
- 4) All pipes must be welded **ALL** the way around at **EVERY** joint.
- 5) Cars **WITH FRAMES** must have the cage welded to the **FRAME** and **NOT** to the floorboards.
- 6) Cars **WITHOUT FRAMES** may use the "Sandwich" method shown in this book when securing the cage inside the car; or vehicles may attach the roll cage uprights to a section of max. 2 1/2" x 2 1/2" or 2"x3" .120 steel tubing. The tubing must be visible inside the cockpit and may not extend more than 2" beyond any upright.

ENGINES:

- 1) American made engines only. No V-6 engines. No aluminum or other soft metal blocks or heads allowed. No stroking or destroking permitted. Normal engine balancing will be the only modification to this piece allowed. Cylinder blocks must be stock production with standard external measurements in all respects. Blocks can be dressed. Compression ratio must not exceed 9.5 to 1. Crank shafts must be stock production cast, no aftermarket crank shafts. The maximum cubic inches listed below will be allowed for the following engine makes:

American Motors	360 ci + .040
Chrysler (Dodge, & Plymouth)	360 ci + .040
Ford (Winsor)	351 ci + .040
General Motors	350 ci + .040

- 2) Normal engine balancing for pistons and connecting rods will be defined as follows: The piston or rod

in a set of eight having the least stock weight will be used, and the remaining pistons or rods will be matched to it. Pistons must be stock type four valve relief.

- 3) Vortec heads are not allowed, except as comes stock with the crate model motor listed below. All cylinder heads must be cast iron, original equipment manufacture production. The only exceptions to this are noted below. Specifications as follows:

General Motors maximum intake diameter 1.94"; maximum exhaust diameter 1.50"

Chrysler 340 ci motors maximum intake diameter 2.02"; maximum exhaust diameter 1.60"

Chrysler 360 ci motors maximum intake diameter 1.88"; maximum exhaust diameter 1.60"

Ford Winsor motors maximum intake diameter 1.84"; maximum exhaust 1.54"

- 4) Stock 350 engines must have stock 350 heads. Stock 305 engines must have stock 305 heads. All heads must be 1975 or newer. World Products head casting number SR043600 is allowed. 3/8" screw-in studs, pinned studs, polylock nuts, and push-rod guide plates are allowed. All General Motors heads must use 1.250" diameter valve springs.
- 5) Stock cast iron intake or the Edelbrock 2101 Performer are allowed. They may not be modified in any manner.

The General Motors sealed crate part # 8895-8602 may be used as an alternative motor and will become the motor of choice in the short-term future. This motor may be used and is subject to +/- weight concessions. The only allowable flywheel replacement for this motor is GM part # 14088646. The timing chain set may be replaced with a double-roller set. A 6" oil pan is allowed.

Carburetors are limited to one stock Rochester or 4412 Holly 500 C.F.M. two barrel. No alterations are allowed except the removal of the choke plate and tower. Epoxies or other devices to alter the flow in the manifold are not allowed. Spacers or high rise manifolds are not allowed. Adapters not exceeding 1 1/8" in height are allowed. Adaptors may not be grooved, tapered, or reworked in any manner. Gaskets shall not exceed 1/4" thickness. Carburetor spacer adapter plate must have 1/4" threaded vacuum port to accommodate tech testing.

All engines must use hydraulic lifters (no mushroom types) and a hydraulic lifter camshaft with a maximum lift of .450. The lift will be measured at the valve stem. No gear drive assemblies allowed. Roller lifters are not allowed. Roller rockers are not allowed. Maximum 1:5 rocker arm ratio is allowed.

- 6) Aftermarket aluminum valve covers are not allowed.
- 7) NO HEADERS. Glass pack (cherry bomb) type mufflers are required. Tail pipes must be angled at least 45 degrees toward the ground. Center dump exhaust manifolds are not allowed.
- 8) Starters and alternators must be used and in working order.
- 9) Only stock two-barrel carburetors are allowed. Absolutely no modifications are permitted.
- 10) Ignition- or rev-limiting devices are not allowed.

SUSPENSION:

- 1) No modifying of the suspension allowed. NONE.
- 2) Suspension parts must remain absolutely stock, except as allowed for coil springs, for the make and model of car. Non-fixed, non-adjustable spacers are allowed, and must be removable with the spring. The use of spring rubbers is limited to one complete rubber per spring and must be securely attached to the spring. Racing springs are allowed and must fit the original pockets in the original location. Both sides of the car must have the same ride height. Maximum 2 1/2" camber may be added to the right front; maximum negative camber of 1/2" is allowed on the left front. Camber will be measured with a vertical level.
- 3) Shocks must be steel stock mount shocks. No additional mounting brackets or accessories will be allowed. All shocks must be identifiable with numbers and product name. All shocks must have a common retail purchase price of \$90 or less. No heim joints. Shocks may not be take-apart, adjustable or rebuildable. Non-rebuildable shocks may not be dismantled or altered in any way. Bilstein and similar racing/sport shocks are not allowed.

- 4) Sway bars must be a maximum of 1 1/4" in diameter and must be original or OEM and stock in appearance. Mounting must be stock style bolts and may be adjustable in length. NO HEIM JOINTS.
- 5) Lowest point of the chassis allowed is 6", as measured with the driver in the driver's seat. The lowest point of the body panels of the car allowed is 4".
- 6) Front springs are restricted to a min. 700 lb. rating, must be a min. 9 1/2" tall, min. 5" max. 5 1/2" diameter, and have an open pigtail. Digressive or progressive springs of any make are not allowed
- 7) Front and rear shocks must have a min. 2" travel in both directions when stationary, with driver, race ready at the front and rear of the car.
- 8) Lead weights are allowed, but must not be visible from the exterior or interior of the car.
- 9) The maximum allowable deck lid height is 38", as measured at all points across the deck lid.
- 10) The rear deck lid must be hinged, pinned for viewing and safety access. No solid riveting.

WEIGHTS:

Cars may have a maximum left side weight of 54%, with the driver, race ready. Minimum allowable weight is 2,900 lbs. Gen4 cars must weigh 2900 lbs., race ready with driver, with a maximum 53% left side weight.

TIRES & WHEELS:

- 1) Only B.R.M.S. approved tires will be allowed.
- 2) No shaving tire rubber.
- 3) A heavy duty or reinforced wheel is required on the right front of the vehicle, and must not exceed a maximum width of 8". Additionally, heavy duty wheels are allowed on any other tire location of the vehicle, and must not exceed the maximum width of 8", and such heavy duty wheels must have a minimum 3" offset. 1" lug nuts and 5/8" studs are required on the right side. All wheels must weigh a minimum of 20 lbs. No tolerance will be allowed.

REAR ENDS & TRANSMISSIONS:

- 1) Only stock rear ends for the make and model car are allowed.
- 2) Transmission must have all gears in working order.
- 3) Automatic transmissions are allowed. Powerglide-type transmissions are not allowed.
- 4) Locked rear-ends are allowed. The rear axles may be replaced on both sides of the car with an aftermarket axle using a larger bearing. The replacement must fit in the original rear-end housing. No ratcheting or torque-sensing devices allowed.
- 5) Maximum final drive gear ratio may not exceed 5.75. Rear ends must not be altered in any way.

SAFETY EQUIPMENT:

- 1) The original gas tank must be removed from the original location under the trunk area. All trunk areas must be fully enclosed. An approved racing fuel cell must be used. Fuel cells with vent lines must have a check valve in the vent line. The tank must be centered and securely fastened on all sides with strapping. Angle irons must be welded from frame to frame for safe installation of the fuel cell. A minimum of 10" ground clearance between the bottom of the fuel cell and the race track itself is required. All installations are subject to the Tech Inspector's approval.
- 2) Trunk and hood inner panels may be removed. Trunk and trunk floor may be restructured with the original gauge steel to produce a fully enclosed trunk area.
- 3) Full fire suits, fireproof gloves, and Snell-approved racing helmets are required. Goggles, fire retardant socks & undergarments are suggested as well.

SEAT BELTS & SEAT INSTALLATION:

- 1) Racing type seat belts with shoulder harnesses are required. All seat belts must be bolted (NOT spot-welded) to the roll cage. It is recommended that no belts be more than three years old. Seat belts must be quick-release type and capable of withstanding a minimum of a 3,000 lb. body block test. Stock passenger seat belts & shoulder harnesses are NOT ALLOWED.
- 2) Seat belts must be attached at two separate points of the roll cage, equal distances from the center of

the seat back and no less than 12 inches apart. An anti-submarine belt is required and must be securely attached to the cage piping under the seat.

- 3) Belts must be attached with bolts a minimum diameter of 3/8". Bolts must be aligned so that the direction of stress will be in a direct line with the pull of the seat belt. If belts are secured to a steel plate attached to the cage, the plate must be a minimum of 1/4" thick. Shoulder straps should be installed so that the direction of pull will be at a 90 degree angle to the back of the seat.
- 4) The original front seat must be replaced with a racing seat. The rear seat must be removed. The racing seat must be bolted or welded solidly to the roll cage. Fiberglass seats must be mounted and sandwich plated with 3"x8"x1/8" plates on seat and seat back. Aluminum seats are optional. Refer to the seat installation guidelines.

MISCELLANEOUS RULES & GUIDELINES:

- 1) All cars must be equipped with four working brakes.
- 2) All brakes must be in working order.
- 3) Drive shaft must be painted white.
- 4) Batteries may be relocated directly behind the driver's seat on the floorboard. Batteries must be boxed, metal-strapped, bolted, or otherwise additionally secured to prevent their loss so long as the method does not reinforce any part of the vehicle. Tops of batteries must be covered in a manner that will prevent fill caps from dislodging, even if the battery is under a secured box.
- 5) Cars must have COMPLETE front windshield and without cracks. Windshield may be replaced with a minimum of 1/8" thickness of polycarbonate material such as Lexan. Plexiglass is NOT allowed. Rear windshields are not allowed.
- 6) Headlights and taillights must be removed.
- 7) Antifreeze or any other glycol-based coolants are NOT allowed; ONLY water may be used in radiators.
- 8) Speedway officials may assess weight penalties for race equipment deemed not in compliance with the rules. Race equipment will not be considered as approved by reason of having passed through inspection at any time - or any number of times - unobserved or undetected. Any race equipment which does not conform to specifications or tolerances contained in the rules listings, or that is not otherwise approved by the Speedway, may not be used in competition.

**** NOTICE ****

All Wildcat competitors should thoroughly read all other sections of this book, as many of those rules apply to this division.