

Stateline Nostalgia Modified Construction Rules 2025

A. BODY

1. Any American made car body 1969 and older. 1970 -77 compact bodies (example: Vega, Pinto, Gremlin) allowed with tech approval. Cars must also maintain an open wheel/modified look. Right rear tire to extend at least ½ width outside body. Neat in appearance. No convertibles. Fiberglass bodies allowed with tech approval.
2. All bodies must be recognizable as factory production cars – original in appearance. No wings, spoilers, aerodynamic aids, etc. Radiator shrouds and hoods allowed.
3. 1/8th inch or greater Lexan type windshield must be used. All factory upholstery must be removed.
4. Front and rear fenders must be removed. Doors and rear deck lids are mandatory.
5. All cars are to be self starting.
6. Car numbers will be a minimum of 16” high with a minimum stroke width of 3” and will be on both sides and top of car. Please make sure they can be read.
7. Pump gas, racing or aviation fuel allowed. No nitrous or alcohol allowed.
8. No 4x4 or front wheel drive cars allowed. No rear engine cars allowed.
9. Any car damaged during a race will be repaired before the next race day. (Skin and paint damage)
10. Mufflers or approved baffles are mandatory. Subject to track approval for noise level or with Tech approval.
11. Floorboards are to be a minimum of 20 Gauge steel or .080 Aluminum.
12. All sheet metal to be securely fastened.
13. 2900 pounds minimum weight with driver in driver’s seat, with a maximum of 57% left side weight.
14. Front Bumpers: Minimum of two (2) horizontal bars separated by a minimum of 6”, minimum of two vertical bars between the horizontal bars. Front bumpers must not extend out beyond 2” on either side of the front frame rails. Rear bumpers must not extend beyond outside edge of the rear tires and extend to a minimum of 2” inside the outside edge of the tires. All bumpers and rear nerf bars will have a contact height of 16” at the bottom bar static position for the entire bumper or rear nerf bar. No bumper or nerf bar will have an end that can catch, poke, etc. another vehicle. Tech Committee can mandate additional bumper bars as needed for safety.

B. SAFETY

1. Safety approved racing helmets are required, with eye protection required, Snell SA 2010 rating or newer required. Helmet and eye protection required at all times while on the track.
2. Approved gas Fire extinguisher 2 ½ pound minimum is mandatory in driver’s compartment within reach of belted-in driver. An on board fire system may be used in lieu of a removable 2 ½ pound extinguisher.

3. All batteries will be securely fastened and protected outside the driver's compartment. Subject to Tech approval.
4. Racing type driver's seat will be securely fastened to the frame or cage. High back seat or headrest is required. Do not attach seat to floorboards.
5. Wheels must be suitable for racing. Maximum wheel width 10. Subject to Tech Approval.
6. Driveshaft retaining hoop required approximately 12 inches from front and rear of driveshaft.
7. A minimum 3" wide lap belt and double shoulder harness with a single quick release is mandatory. Belts must be securely fastened to the cage and/or frame. Frayed or torn seat belts are unacceptable. Seat belts must be replaced 5 years after manufacture date.
8. Six point cage required
 - A. Main cage to be a minimum of 1 3/4 O.D. x .095 tubing.
 - B. Door bars are to be a minimum of 1 1/2 O.D. x .095 tubing.
 - C. Four door bars (frame rail included), with top bar within 1" of window opening on the driver side. Subject to Tech approval.
 - D. Three door bars or "X" brace on passenger side.
 - E. All door bars to be tied together in the middle on driver side.
 - F. One stress bar or cross "X" bar behind driver.
 - G. Cage behind driver to be higher than the driver's helmet when buckled in.
 - H. Gussets are required on the floor main upright tubes joining the rollcage to the frame (4" minimum on uprights)
 - I. All tubes to have complete 360 degree welds. Subject to Tech approval.
 - J. A minimum of 1/8th inch steel plate is required on outside of driver door bars. Must cover driver's torso.
9. Fuel cells must be protected on all sides, top and bottom – securely fastened to the frame behind rear firewall. Guards required to prevent impact from the rear. A fuel cell or Tech approved cell is mandatory. Fuel cell must have a one-way roll over valve on vent and be covered on all sides.
10. Firewalls, front and rear, to completely enclose driver compartment are required.
11. All cars must have a right and left nerfbar or body part that acts as a newfbar. Left side nerfbars can extend a maximum of 2" past the left tire if required for body and frame. Right side nerfbar can NOT extend outside of the right side tires and no less than 2" less than the outer edge of the right side tires the ENTIRE length of the bar. The nerfbar height must be equal to the center of rear/front wheels plus or minus 3". No nerfbar will have an end that can catch, poke, etc. another car.

Color coded Master Kill Switch easily reached by belted in driver and from the outside of the car is mandatory. Color to contrast with interior color.
12. All drivers are required to wear an approved SFI rated fire retardant fire suit. Suit must have SFI rating patch on the suit, at a MINIMUM the suit must have a SFI 3.2A/1 rating.

Fire suit will be worn at all times when on the track. Fire suits must be in good repair.
13. Windshields are to be strapped or suitably retained. Subject to Tech Approval.
14. Rear view mirror is mandatory.

15. Fuel lines may NOT run thru the driver compartment. Subject to Tech approval.

C. FRAMES AND SUSPENSION

1. Fabricated or stock front clip using Stock oem style lower a frames may be used. Rack and pinion ok, aftermarket steering components "idler and pitman arm, drag link" may be used 2. Stock lower control arms must be used. A stock lower control arm is defined as the outside stamped configuration of the A-frame and shall be unaltered. Additions may be made for the shocks and sway bar. Ball joints will remain in the stock location. A-Frame mounts on the frame are to remain in the stock location.

3. Upper control arms and mounts may be stock or fabricated. Upper control arm mounts may be repositioned.

4. Stock OEM dimensioned cast iron spindles may be used. Drilled tie rod hole to 5/8" for use of rod end ok. Minor grinding is allowed to remove flashing and clean up spindle. Must declare spindle make, model, year to tech. Aftermarket fabricated steel spindles in 5x5 or wide 5 ok **add 50lbs.**

5. Weight jacks are allowed on all four corners of the car.

Springs and Shocks: No coil over type front suspensions, NO STRUTS. No coil over spring eliminators to be used. Minimum 5" diameter coil springs to be used. Rear leaf springs allowed. One steel or aluminum non-adjustable shock per wheel. No internal or external bumpers or stops. Rear coil over spring and shocks ok.

6. Non rebuildable non adjustable twin tube **10lbs per shock weight break.**

7. 102" minimum wheelbase.

8. No straight front axle cars.

9. Frames may be stock from the clip back or may be manufactured from a minimum 2"x3x.090 steel tubing or equivalent. IF 2"x3" or equivalent is used it must extend beyond all cage uprights.

10. Engines must be placed between the front frame rails, with the most forward spark plug no more than 2" behind the centerline of the lower ball joints. Crankshaft centerline must be no lower than 11" from the ground.

11. No independent or "c" clip rear ends. No Detroit lockers, gold tracks or similar locker units allowed. Full or mini Spools only. Quick change optional.

12. Wide 5 type wheels may be used. a Wide 5 spindle adaptor may be used ex. Coleman fs-809

13. Maximum track width, outside edge to outside edge at spindle height is 82" front and rear.

14. Front stock pad brake calipers or aftermarket 2 or 4 piston ok. Any rear caliper ok. **15.**

Conventional 3 link, oem 4 link, or leaf spring ok. Center Pull type ok.

D. ENGINES AND RUNNING GEAR

1. No fuel injection, blowers, superchargers, or turbos. All engines must be cast iron block with factory cubic inch 360 or less before being bored.

2. No dry sump engines.

3. OEM cast iron heads or approved aftermarket cast iron heads allowed. Heads may not exceed 200 CC on intake runner. Owner is responsible to provide documentation to show heads are legal.

4. No porting, polishing, or port matching on heads. No tapering or grinding below 1" of valve

seat. If in doubt see a Tech official for clarification.

5. Maximum 370 Cubic Inch engines. Flat top pistons only. After market steel rods and crankshafts are OK. No stroked or destroked engines. Ask Tech for Clarification. Chevy 3.5" crank ok.

6. Any type ignition is approved. No magnetos.

7. Any intake manifold with a normally aspirated carburetor, 2 or 4 barrel may be used. No homemade/custom made intake manifolds.

8. No mushroom lifters or roller camshafts allowed. Roller rockers are permitted. All cars must be equipped with a working clutch. After market clutches allowed. No in-out boxes. NO Aluminum flywheels. Clutches 7.25" and smaller may use aluminum bellhousing, all others must use a steel scattershield OEM transmissions only must have working reverse. Automatic transmissions ok and may use a coupler.

9. The GM sealed crate engine, part # 88958604 or 19318604 or Ford sealed crate engine part # M-6007-D347SR7 must conform to the Super Late Model crate engine rules, must use an unaltered Holley 80541-1 or 80541-2 Carburetor. 604 and 347SR engine can deduct 100 lbs from total weight. 6400 or less rpm rev limiter must be used

B The GM "602" factory sealed crate engine may be used and must run a 6200 rpm chip. You may deduct 125 Lbs and add 1% of left side weight.

10. Tires will be the Hoosier ST1 and ST2/3 tire.

B. Each car will be allowed 6 new tires at the start of the season and 1 additional new tire per race. Tires have a serial number and it is your job to give tech the serial numbers of the tires in your inventory. You do not have to enter all tires at one time. Take off Hoosier 3035 and 3045 may be run as well. If tire supply issues arise the club may elect to run a different compound tire that is readily available.

E. MISCELLANEOUS RULES:

1. Car must have securely fastened working muffler with exhaust exiting behind the driver. Maximum sound level is 95 decibels at 100 Feet. Will be strictly enforced.

2. Ballast weight must be securely attached to mainframe or major cross member structure with a minimum of two (2) 1/2" bolts. It is strongly recommended that majority of the ballast weight be contained inside the frame rails. Must be painted white and display car number. Must be in block form of no less than five (5) lbs. No ballast/weight shifting devices allowed. No "outrigger type" ballast weight brackets. No dumbbell or weight lifting weights allowed.

3. Electric fuel pumps must run oil pressure shut off.

4. No traction control devices of any kind allowed.

F. Weights and Percentages:

Base weight for all cars 2900lbs 57% left. weight before each race starts.

Deductions:

- 100 lbs for GM sealed 604 or Ford 347SR crate engine
- 125lbs for GM sealed 602 crate engine and 58% left
- + 50lbs for aftermarket spindle
- 10 lbs per corner for non-adjustable non-rebuildable twin tube shocks.

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