# 2026 OSCAAR Series Hot Rod Technical Rule Book

**V1**

1. **GENERAL:**

    1.1. These rules competition and with three goals in mind; promote safety, ensure fair competition, and help control costs. No set of rules can encompass all eventualities so there will be times when officials and drivers will have to work together to find an appropriate response to unforeseen developments. The OSCAAR officials reserve the right to amend any rule with prior (fair) notice to competitors. Regardless of all else, OSCAAR officials will be the final authorities in interpretation and application of these rules and the equipment used to enforce these rules.

    1.2. Cars with frequent or multiple compliance problems may be considered evidence of intentional cheating. In that case the Competition Director will determine if a penalty is in order.

    1.3. Cars found non-compliant post-race could be subject to penalties up to and including disqualification. Any violation relating to sealed engine tampering, altering tire compound/tire softening or traction control (electronic and/or hydraulic) will result in a one calendar year suspension for both driver & car owner.

    1.4. Tech inspection centers on not only the pre-race check but the post-race formal check as well; however, the car is subject to inspection at any time from the start to finish of a race meet. Although technical inspections often focus on a specific theme at each meeting to ensure all items get checked during a season, there is no restriction on what is checked on a given car, nor is it required that the same item be checked on every car.

2. **SAFETY:** will continue to be our number one priority – i.e., belts, fuel cell, on track.

    2.1. Safety: In the pits and on the track, takes precedence over all else.

    2.2. Pit Safety: In the pits, safety will be greatly enhanced by attention to the basics including the wearing of protective clothing and eye wear at appropriate times; fire safety practices and the presence of a class “BC” fire extinguisher; proper

storage and disposal of flammables, chemicals, and wastes; elimination of distractions and horseplay and safe working practices such as the use of jack stands.

2.3. Driver Protection: Drivers are required to wear full coverage; one or two-piece Nomex multi-layered fire suits which are S.F.I. rated. Fire retardant undergarments are mandatory with a single-layered suit. Fire retardant gloves and shoes are mandatory. Driver helmets must be full face and conform to Snell SA-2020 or higher SA standards and have a certification sticker visible inside the helmet. Head & Neck restraint mandatory.

2.4. Belts and Harness: A quick-release 5-point belt (shoulder and lap) of no less than 2" in width, and 2" width anti-submarine harness in good condition are mandatory. Shoulder harnesses must be mounted and secured at the driver's shoulder height. Belts must be securely fastened to the frame, cross-member or roll cage by means of a suitable reinforced mounting, in such a manner that all fittings are in direct line with the direction of pull. Belts may not be any older than 3 years (manufacturer's date). Belts with new style SFI tags expire at the end of the month indicated on tag. All belts and mounting will be subject to inspection.

2.5. Fire Control: Cars MUST have a minimum 2.5 lb. approved steel fire extinguisher, securely mounted on the right side of the interior within easy reach of the driver when seated and strapped into car. All control and nozzle parts must be metal (not plastic). The extinguisher must be serviced and inspected each year and have a current recharge tag dated no earlier than January 1st of the current year. It is HIGHLY recommended that all OSCAAR cars have an onboard fire system. On-board fire systems should be a 5LB system and spray into driver's compartment. All entries must at least have a CSA approved fire extinguisher "ABC" rating, dated for the current year, which always accompanies the car. Fire Extinguishers, whether a suppression system or a stand- alone extinguisher, must be mounted in such a manner so the gauge is visible when looking in from outside the car.

2.6. Pit Paddock: Fueling on jack stands is not allowed in the paddock. Fueling in the paddock area shall not be done in trailers, buildings, or under pop up tents. It is highly recommended that anyone handling fuel, wear appropriate safety attire.

2.7. All teams are required to keep at least one 10 lb. "BC" rated fire extinguisher in the pit paddock and on pit road. 20lb "BC" rated fire extinguisher highly recommended.

2.8. Window Net: An approved nylon ribbon type net must be installed in driver's side window opening. Net sizing must be at least 16" x 18". The Net must be installed so it is tight. Window net anchors must be attached to roll bars, not the body. Window net must be quick-release type. Net must be permanently anchored at the bottom and released at the top. Lever-latch releases are highly recommended.

2.9. Dash: Car must have a fabricated full dash from left to right. All gauges must be installed directly in front of the driver and on a vertical plane of dash. No part of dash shall continue to floor panel.

2.10. Steering Wheel: All cars must be equipped with a quick release steering wheel. Centre of the wheel must be padded. Collapsible column highly recommended.

2.11. Roll Bar Padding: All roll bars within the driver's area must be covered with approved roll bar padding. No sharp edges, intrusions, or bare metal near the driver.
2.12. Seat: Full containment seat HIGHLY recommended. Aluminum racing seats are mandatory. The seat must be bolted or secured solid, so that seat will not shift or loosen on impact. A minimum of 6 seat bolts, min 3/8 inch or larger will anchor the seat. The seat must be completely to the left of the centerline of the car and inside frame. Aluminum or Carbon fiber seats only, No fiberglass seats
2.13. The interior of the car can only be constructed of minimum 22-gauge steel or aluminum. The interior must be complete with no visible holes.

**3. RADIOS:**

3.1. 2-way radios permitted.
3.2. Spotters are highly recommended.
1.1. One-way receivers/radio is mandatory. A driver or crewmember with the ability to relay messages to the driver must monitor frequency 1600 (yellow) or 1599 (orange) on a device such as a RACEceiver or similar. Failure to have working RACEceiver is $50.00 fine.

**2. FRAME:**

**2.1.** Any full perimeter chassis permitted. Right and left frame rails should be an equal distance from the frame centerline, there will be a 1" tolerance allowed.
**2.2.** No Offset chassis allowed.
**2.3.** Front & rear tube clip permitted.
**2.4.** Uni-Body cars are allowed and must have the front and rear frame rails tied together by welding 2" x 3" X .095 wall tubing sections to make the connection.
**2.5.** Frame ride height must be a minimum of 5″ measured with the driver out of the car.
**2.6.** Minimum wheelbase is 105". Within 1 inch from side to side
2.7. NO AFTERMARKET OR FABRICATED STRUT CARS ALLOWED.

**3. ROLL CAGE:**

**3.1.** No offset cages.
**3.2.** A 4-point racing roll cage is mandatory.
**3.3.** Front hoop must attach to the main cage forward to the front frame rails.
**3.4.** Rear hoop must extend over driver's head and attach to the rear frame rails.
**3.5.** 4 bars on driver's door and 3 bars on right door or right-side door bars must at least form an "X" with a top bar running from front to back.
**3.6.** A fabricated plate must be installed on the outside of the driver's door bars, minimum thickness .100″.
**3.7.** A "Petty" bar recommended running from center of cage to upper right front halo.

**3.8.** The upper roof halo must be a minimum of 32” wide.
**3.9.** No part of the roll cage may project outside the exterior sheet metal.
**3.10.** Roll cage must be constructed of 1 3/4″minimum outside diameter by.095″wall thickness round steel tubing.
3.11. Left leg protection bar must be installed.
3.12. Foot box must be constructed of a minimum 12-gauge sheet steel.
3.13. No square tubing, channel or angle iron will be allowed in the construction of the roll cage or bracing.

4. **BODY:**
4.1. Car or Pick Up Truck must be North American, steel body, year range 1949-1986.
4.2. Must have external chrome or steel bumpers and they must have a tether strap attached to prevent them from falling off.
4.3. Front bumper may have “nerf bar” welded to the top to help protect the grill area. It can be 2” wider on each side of the grill and must be 2” lower than the front edge of the hood.
4.4. No convertibles, or front wheel drive cars permitted.
4.5. Body to have a minimum 4 inches of ground clearance.
4.6. Must have stock roof, stock appearing grill. The tail area (rear panel) must be stock appearing and closed in solid with no holes or vents, and the rest of the body panels can be fabricated from 22-gauge magnetic steel but must retain stock appearance.
4.7. No aluminum body panels.
4.8. Fiberglass racing style hoods may be used.
4.9. No operational cowl induction hoods allowed. Non-functioning cowl induction hoods are allowed.
4.10. No offset bodies allowed.
4.11. Aluminum side skirts are allowed along the bottom on each side of the body and cannot be any more than 6” in height.
4.12. Bodies must be complete at the beginning of each race event unless approved by an official.
4.13. Roof height minimum 45 inches to a maximum of 55 inches, measured 10 inches back from windshield to the ground/floor.
4.14. The roof may be chopped or modified to fit the chassis or meet maximum roof height but MUST retain stock appearance.
4.15. No laid-back windshields, no rear windows are allowed or “lead sled” type modifications.
4.16. The side window opening must have a minimum 13” opening.

4.17. Lexan Windshields with a minimum thickness of 1/8” are mandatory to fit complete windshield opening and must have a minimum of 2 center braces and 4 safety clips –2 at top of window and 2 at bottom of window.
4.18. The top 6” of windshield must be kept clear for division sponsor.
4.19. All cars must be neat and painted.
4.20. Numbers must be on both door panels and the roof in large (min. 18”) letters in a colour that clearly contrasts with the paint.
4.21. Original wheel arches may be removed/trimmed for tire clearance.
4.22. Wheels may stick out maximum of 2” from the body and measured from the tire bulge at spindle height.
4.23. Fender flares may be added, no wider than tire tread.
4.24. Rear spoiler allowed but may not extend beyond rear edge of rear deck panel and must follow the contour of the deck lid. Maximum 5” high by the width of rear deck. Bracing of rear spoiler is allowed by using approved struts only. NO side pods.
4.25. Rub rails allowed, maximum 2″ wide steel, aluminum or Lexan that can match the tire bulge from front to back. Carriage bolts only to fasten the steel or aluminum rub rails, rivets for Lexan. No sharp edges.

## 5. DRIVER/ COCKPIT DEVICES:

5.1. Traction Control – No operator controlled, radio controlled, computer controlled or automatic traction control devices or ignition retard devices.
5.2. No chassis or suspension adjustment devices inside cockpit.
5.3. Brake bias adjustment device is permitted.
5.4. Standard, Convex or multi panel rear view mirror is mandatory. One left side mirror is allowed, no larger than 3” round and must not be any farther out than the scrub rail.

## 6. FRONT SUSPENSION:

**6.1.** Spring diameter 5” minimum, must be conventional coil springs only.
**6.2.** Lower control arms can be modified + or – 1” from stock length.
**6.3.** Load bolts allowed.
**6.4.** Spindles must be OEM type cast iron or Howe 344 GN cast iron with welded steering arms. Thinkpath Design (Scott Shaw) builds a direct replacement for the Howe 344 GN spindle which is no longer produced therefore we will allow this spindle as a direct replacement
**6.5.** Any sway bar is allowed.
**6.6.** 5 x 5 hubs only
**6.7.** Must use 5/8” wheel studs.

## 7. REAR SUSPENSION:

7.1. 3-link, 4-link or leaf springs allowed.
7.2. Trailing arms and upper link maximum 30” (inch).

7.3. Solid steel 3rd link with heim joints.
7.4. Spring diameter to be 5” minimum conventional coil springs only.
7.5. 4-link allowed adjustable upper arms +/ 1″. Rear upper control arms can be manufactured (1″x 2″or 2″x 2″) steel tubing or adjustable steel rods with minimum 5/8″steel heim joints no longer than stock length.
7.6. All mounting points for 3-link & 4-link must be solid. Magnetic steel hiems only.
7.7. Truck arms permitted. Must have solid mounting points.
7.8. No “BIRD CAGE” Assembly permitted in the rear suspension. Trailing arms must mount to rear end in a solid fashion (magnetic steel joints ends allowed) and no part of the trailing arm mounting may freely rotate around the rear end housing.

**10.SHOCKS:**

**7.9.** Steel body racing shocks only.
**7.10.** Aftermarket steel bodied, non-adjustable racing shocks such as Pro TA Series, QA1 or Afco 10,12 & 14 series, PRO WB series single valve. No high-pressure gas shocks and NO BUMP STOPS of any type/anywhere allowed. Shocks can be relocated. One shock per wheel –
**7.11.** No internal bump stops

**11. STEERING:**

**7.12.** Stock appearing steel steering box.
**7.13.** Steel Rod/Heim ends allowed – minimum 5/8”.
**7.14.** Adjustable center link allowed.
**7.15.** The steering rod to steering box must have collapsible shaft or multiple u-joints.
**7.16.** Any bolts in steering must be minimum grade 8 bolt. No lightweight fasteners.
**7.17.** No rack & pinion steering allowed.

**8. REAR AXLE:**

**8.1.** Ford 9” Rear ends with drum or disc brakes allowed.
**8.2.** Ford 9” Full floaters allowed.
**8.3.** Dodge 8 ¾” Rear ends allowed.
**8.4.** GM 12 Bolt Rear ends allowed.
**8.5.** Quick Change rear ends allowed and must have a 10” ring gear, no thermal coatings, steel tubes only.
**8.6.** Racing axles are mandatory**.**
**8.7.** No aluminum tubes.
**8.8.** Full spool or mini spool only – No Gold Tracs, limited slip devices or post units.
8.9. No cambered rear ends.

## 9. BRAKES:

**9.1.** All four wheels must have working brakes.

9.2. Rotors are to be magnetic steel only and no drilling of rotors. Front rotors are minimum 1 inch thick and rear minimum are 0.750 inch thick.

9.3. Brake calipers must be magnetic steel or cast iron with a single piston.

9.4. Brake bias adjustment device is permitted.

## 10. IGNITION SYSTEM/ELECTRICAL:

10.1. Any tampering, alterations, or violations with respect to the ignition box and related components will result in the immediate suspension of the driver, car owner, and chief mechanic for a minimum of 1 year (365 days) from the date of the infraction. Further monetary fines and reduction of points will be assessed by series officials.

10.2. The vehicle must be self-starting & must have a master disconnect switch mounted in center of the car.

10.3. All cars must have any of the following ignition boxes. All ignition boxes must be mounted on the right side of the dash.

- Crane Cams Ignition part # 6000-6701
- FAST ignition system part # FST6000-6700 or FST6000-6701
- JMS – Daytona Sensors – CD-1 Super Speedway Ignition System – 6000-6701K
- MSD 6AL, 6ALN

10.4. Stock-type distributor & module for make and model or GM HEI-type distributor from DUI optional or stock type MSD distributor. Only one (1) ignition box, one coil, and one wiring harness per vehicle. No other electrical devices are allowed anywhere on the vehicle.

10.5. All ignition wiring to remain open for inspection. All wiring must use weather pak connectors 6 and 2 pin at ignition box, and 2 pin at the distributor. Male connectors are required on the box and distributor.

10.6. NELSON specialist/SRL harness or Quickcar Part Number #50-2053 spec wiring harness HIGHLY RECOMMENDED (Maybe mandatory in the future)

10.7. Distributor pickup positive (Purple/violet wire) & Distributor pickup negative MUST be routed separately from all other wiring & MUST remain open for inspection. Both wires must be routed directly from the ignition box to distributor and CAN NOT be connected to any other wires/components.

10.8. Distributor – Stock type 12-volt electronic HEI, DUI or MSD distributor allowed. 12-volt battery operated ignitions only. Coil, rotor, module or cap may be aftermarket.

10.9. ALL MSD WIRING TO REMAIN OPEN FOR INSPECTION. ALL WIRING MUST USE WEATHER PAK

- CONNECTOR 6 AND 2 PIN AT THE MSD MODULE, AND 2 PIN AT THE DISTRIBUTOR. MALE CONNECTORS ARE REQUIRED ON THE BOX AND DISTRIBUTOR. A 4 PIN

CONNECTOR IS REQUIRED AND MUST BE ACESSABLE ON THE REAR OF THE TACHOMETER.

- Soft touch rev control part 8728 must be mounted on the right-hand side of the dash (same as ignition box) if a stock distributor and stock module are used.
- No other electrical devices are allowed anywhere on the vehicle All 6AL, 6ALN wiring to be standard:
  - Red wire/ignition switch
  - Use a brown wire/tach output.
  - Black wire/coil negative
  - Orange wire/coil positive
  - Green wire/dist. Negative
  - Purple wire/dist. Positive
  - Connectors to be within 12 inches of the 6AL or 6ALN box.
  - Battery pos. And neg. May be hard wired to master disconnect and chassis ground.

10.10. Battery must be anchored securely and outside of the driver's compartment by a firewall, located ahead of the rear end, no lower than the bottom of the frame rail and in between the frame rails. A battery disconnect switch is mandatory and should be located within reach of track official or safety crew and clearly marked on and off. 12-volt battery systems only.

## 11. HEIGHTS & WEIGHTS:

| Chassis/Engine | Base Weight | Left Side % | RPM |
|---|---|---|---|
| **Red Seal Crate Engine** **(New, unopened engine)** | **3050 LBS** | **55%** | **6400** |
| **Blue Seal Crate Engine** **(Crate engine with factory specs)** | **3080 LBS** | **55%** | **6400** |
| **Built Engine** | **3175 LBS** | **55%** | **6800** |
| **Built Engine** **(with Vortec Head)** | **3225 LBS** | **55%** | **6400** |
| **Full Throttle LS Spec Motor*** *For Full Throttle Registered drivers only, must run a minimum of 3 races at Full Throttle* | **3050 LBS** | **55%** | **6800** |

| | |
|---|---|
| **Tube Clip** | **+ 50 LBS Total weight** |

***** All weights will be monitored throughout the season and may be adjusted to ensure a fair competitive balance.**

*****All weights are measured with driver in the car, all heights are measured with driver out of car**

11.1. Rear Weight: 50% maximum.
11.2. Weight must be securely fastened to the chassis and mounted no lower than frame rails. No weight to be added rearward of fuel cell. All added weight must be painted white and clearly identified with car number on each piece.
11.3. Weight must be no lower than frame rails and in block form, no less than 10 lb. pieces. No weight to be added rearward of fuel cell.
11.4. No tungsten, lead shot, ball bearing type, or liquid type ballast permitted.
11.5. All added weight must be double bolted and painted white, with car number clearly marked on each piece. Loss of add-on weight will result in a severe penalty.
11.6. If stacked or bolted weight exceeds 30 lbs. it must be bolted into an approved weight tray.
11.7. Body to have a minimum 4" inches of ground clearance.
11.8. Frame ride height must be a minimum of 5″ inches.
11.9. Roof height min. 45 inches and max. 55 inches, measured 10 inches back from windshield to the ground/floor.

## 12. WHEELBASE & TRACK WIDTH:

**12.1.** Minimum wheelbase is 105". Must be within 1 inch on both sides.
**12.2.** For the 2026 season, if an existing OSCAAR car is unable to meet the "within 1" on both sides" rule, they will be given (grandfathered in) 1 season to meet this requirement. For the 2027 season, rule 14.1 will go into full enforcement. Penalties will be added at technical directors' discretion.
12.3. **Track Width:** Wheel track width will be a maximum of 80 inches measured from outside of tire bulge at spindle height.

## 13. WHEELS &TIRES:

13.1. Wheel rim: Rim size 15"X10". Wheel rims must be magnetic steel only.
13.2. Tires for 2026 - Only COBRA spec tires are permitted and can be obtained from an authorized Cobra Tire dealer. Teams are allowed to start the season with 8 new tires.
13.3. No soaking or altering of tires in any manner allowed. Drivers/teams soaking or altering tires will receive major penalties. Durometer and/or other devices will be used to check tires.

13.4. For the dirt race at Brighton Speedway, teams are allowed a maximum of an 8 inch dirt tire, or pavement treaded tire. Teams can use the slicks as well.

## 14. CARBURETOR:

14.1. One Holley 500 CFM Two Barrel R4412 (No HP's). Main metering jets and power valve may be changed for tuning. Choke components may be removed. Accelerator pump discharge nozzles may be changed utilizing straight type only. NO other modifications may be made, and all parts are to remain stock. No grinding, cutting, polishing, acid dipping or modifying of parts. Carburetor subject to "go, no go" gauge test. No screens allowed in and or under the carburetor. No altering of the intake manifold with respect to the fuel atomization is allowed.

14.2. Two throttle returns springs mandatory.

14.3. Cold air boxes allowed. No `ram air' type systems allowed. Solid top air cleaners only.

14.4. Carb Spacers:

- GM Crate 602 and Built Engines – 1' Inch spacer permitted. with a maximum of two 1/8 (0.125") inch gaskets.

14.5. Must have air cleaner, maximum 16" x 5."

14.6. Air cleaner base must attach directly to carburetor, no spacers, or hats. All air shall be filtered through the element. The top of the air cleaner must be solid, with no holes.

## 15. COOLING SYSTEM:

15.1. Aluminum radiators allowed. Electric fans allowed. Stock fans must be shrouded for protection. Radiator must include a liquid overflow container of a sufficient size to contain excess coolant during overheating conditions. It must be mounted outside of the driver compartment safely away from the driver.

15.2. NO ANTIFREEZE allowed in the cooling system.

15.3. Stock type water pump only.

## 16. DRIVESHAFT:

16.1. The drive shaft and universals must be steel. The drive shaft must be painted white. Steel 360-degree retainer hoops, a minimum of ¼ inch thick x 2 inches wide, must be positioned at the front and rear of shaft within 6 to 12 inches of each U-joint. NO chains.

## 17. EXHAUST SYSTEM:

17.1. Maximum 1 3⁄4" (1.750") Inch diameter tubing from header flange to collector and the maximum size of the collector 3 1⁄2" (3.500) inch. Any type of mild steel

headers is permitted. No stainless-steel headers or ceramic coated headers allowed.

17.2. The exhaust system must either exit outside of body under 18 inches high and directed either downward and out OR exit under car on right side and behind driver and turned downward.

17.3. Mufflers are mandatory. Mufflers must be removable for inspection and must remain unaltered in appearance.

**18. FUEL SYSTEM:**

18.1. Must be a single Armored/Kevlar hose.

18.2. If the fuel line is routed through cab and must run through a steel tube and painted either yellow or red in direct contrast to the colour of the car. The conduit will extend at least 2 inches beyond each firewall.

18.3. The conduit in the car in addition to being painted in the contrasting colour will also be labeled" Fuel line, Do Not Cut".

18.4. In-Line Fuel Safety Check Valve MANDATORY. Example: Part # OBERG FILTERS SV-0828 FUEL SAFETY CHECK VALVE, SRI In-Line Fuel Safety Valve Part #FPFFSV mounted near fuel cell.

18.5. Fuel vent must have safety flap valve and exit outside at the rear.

18.6. Fuel Pump: Mechanical pump only.

18.7. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment. No cooling of fuel cell or any fuel cooling devices permitted anywhere.

19. **FUEL CELL:**

19.1. Maximum 22 U.S. gallons allowed.

19.2. The fuel cell must be separated from the driver's compartment by an all-metal firewall.

19.3. The fuel cell is to be securely mounted in the trunk area centered between the frame rails and no lower than the center line of the rear axle.

19.4. A minimum of two straps to secure fuel cell (straps must be steel and a minimum of 1"x 1/8" flat strap or equivalent). A minimum of 20-gauge steel is to be used for fuel cell case. Must have a rear hoop bar for protection.

19.5. Fuel cell cap must be tethered to the car. Fuel cell must have a "Ground Strap" to prevent static discharge.

19.6. Fuel cell must vent outside rear of the car.

19.7. Minimum 0.125-inch (1/8') thick magnetic steel or 0.250-inch (1/4") thick aluminum intrusion plates must be mounted on the rear of the fuel cell. Intrusion plates must protect the entire rear and front of the fuel cell.

**20. TRANSMISSION (Manual):**

20.1. OEM Transmission only - must be 3 or 4 speed.
20.2. Must have reverse gear and all forward gears must be operational.
20.3. Transmission must be stock with no internal lightening of parts, no altering shift patterns and/or ratios.
20.4. Original brass synchro's must be installed.

**21. TRANSMISSION (Auto):**

21.1. Automatic 2 or 3 speed transmissions and may be strengthened.
21.2. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Scatter shield is highly recommended with automatic transmission.
21.3. Stock-type 10" working torque with a minimum weight of 25 lbs. wet. Stall test will be conducted in both forward and reverse gears.
21.4. Transmission oil coolers are mandatory but must not be mounted inside the driver's compartment and must be contained inside the body of the car.

22. **CLUTCH:**

22.1. Stock type steel single disc clutch and flywheel units must not be drilled or machined. Stock steel type clutch disc and pressure plate, minimum 10" diameter. Stock type solid clutch disc permitted. If hydraulic clutch is utilized only one slave cylinder is allowed.
22.2. Nodular or steel flywheels. Flywheels may not weigh less than 13 lbs. Clutch, flywheel and pressure plate assembly may not weigh less than 24 lbs. total. No turned, drilled, aluminum or special speed equipment flywheels allowed.
22.3. Must have an NHRA steel bell housing, Sema SFI 6.1 flywheel shield or scatter shield of ¼" magnetic steel. Must be mounted over the clutch and flywheel 360 degrees between the bell housing and the floor.

23. **ENGINE HEIGHT:**

23.1. Engine height will be a minimum of 12 inches measured from ground to center of crankshaft. *****Engine Location: # 1 Spark plug of engine must be in line or ahead of upper ball joint and centered in the frame. Crossmember may be altered to achieve this.

**24. CRATE ENGINE OPTIONS:**

24.1. Only approved, sealed, unaltered engines. No changes, substitutions, or modifications to the engine. It is your responsibility to make sure your crate engine has been properly sealed and follows the United Racing Series Program.
24.2. Approved crate engine is Chevrolet 350/350hp Circle Track Crate Engine Part # 889586602/19258602/88869602.
24.3. Gm Crate engine approved changes:
You are allowed to replace the oil pan, pick up tube.

- Metric Clip cars can use CANTON PAN 11-122T with CANTON 20-042 pick-up tube.
- Tube Clip cars can use CHAMP PAN CP100LTRB with CHAMP 1012SB pick up tube.
- Any aftermarket crankshaft damper

24.4. Any crate engine that fails technical inspection will result in the immediate suspension of the driver, car owner, and chief mechanic for a minimum of 1 year (365 days) from the date of the infraction.
Further monetary fines and reduction of points will be assessed by the Competition Director. The engine which must be removed at the team's expense will be impounded at both the team's expense and risk until the ruling is finalized. The UNITED RACING SERIES reserves the right to destroy all tampered with parts.

24.5. Further monetary fines and reduction of points will be assessed by the Competition Director. The engine which must be removed at the team's expense will be impounded at both the team's expense and risk until the ruling is finalized. The UNITED RACING SERIES reserves the right to destroy all tampered with parts.

24.6. Any engine repairs must be approved by the Tech Director and completed by an approved UNITED RACING SERIES engine facility. Crate engines are to be repaired or built according to the GM Crate Performance Technical Manual.

24.7. NOTE: Any new Red Seal engines must be purchased from the approved United Racing Series supplier.

24.8. ANY Crate Engine that has been rebuilt by one of United Racing Series approved rebuilders will follow "Blue Seal" Weight rules. The rebuilt engine must be rebuilt to the specifications in the GM Circle Track Crate Engine Technical Manual.

## 25. BUILT ENGINE DEFINITION:

- Parts available from your local dealer through an ordinary parts catalogue may be accepted as stock.
- Parts ordered through dealer performance catalogues will not necessarily be considered legal.

| Engine | Max. Overbore | Max. Displacement |
|---|---|---|
| Chevrolet | .060" | 360 Cu. In. |
| Dodge | .060" | 371 Cu. In. |
| Ford | .060" | 362 Cu. In. |

## 26. BLOCK ASSEMBLY:

26.1. Steel Block only, aftermarket engine blocks not permitted. The engine block must retain all factory engine dimensions, with the exception of the maximum overbore and the surfacing of the engine block deck.

26.2. No stroked or de-stroked engines allowed.

26.3. Must maintain stock lifter bore: Dodge .904 inch, Chevrolet .842 inches. Repair sleeving of lifter bores permitted to a maximum of 4.
26.4. Crankshaft must be stock OEM-type and must have factory I.D. numbers that are legible.
26.5. Oil pan must have 1" removable plug-in left front to inspect crankshaft part number.
26.6. No lightening or knife edging of crankshaft
26.7. Connecting rods must be magnetic steel only.
26.8. Stock type, flat top or dished three ring pistons with all rings installed.
26.9. Compression ratio on all makes 9.5:1 MAX.

27. **CYLINDER HEADS:**

27.1. Cast iron OEM heads only, unless specified below, must be stock valve angle for manufacturer.
27.2. GM Engines: VORTEC heads are allowed only on a GM 88958602 engine. DART 10021070 or World Products # 043600 heads are allowed on GM engine. No angle plug heads will be allowed.
27.3. No acid dipping, angle milling, polishing, porting or port matching of heads to intake or exhaust. No hollow, sodium or titanium valves allowed. Valves stem size 11/32 inch on Ford and Chevrolet heads. Chrysler heads must use 3/8" valve stems. Valves 1.94 intake and 1.6 exhaust.
27.4. FORD: FORD may use DART 13311181 heads. Ford and Chrysler must use OEM stock valve stem size.
27.5. DODGE: May use Mopar PCE281.1773. No "W" series heads.
27.6. Must use OEM type valve springs, dual springs are permitted and retainers. Maximum spring diameter must be stock size for the engine used. Roller rockers and stud girdles allowed. Screw in studs or pinning of studs is allowed.

**28. CAMSHAFT:**

28.1. Flat tappet hydraulic valve lifters and camshaft only.
28.2. Roller rockers and stud girdles allowed. Screw in studs or pinning of studs is allowed. Guide plates allowed.
28.3. Shaft rockers allowed on Chrysler - factory type only.
28.4. NO roller or mushroom lifters.
28.5. NO aluminum, ceramic, titanium, or exotic metals allowed.
28.6. Vortec head engines must use crate camshaft part number 24502476 only.
28.7. Vortec head engines must use stock stamped rocker arms only.

**29. INTAKE MANIFOLD:**

**29.1.** Intake manifold must remain stock and unaltered as produced by the manufacturer.
**29.2.** Water crossover cooling lines allowed.

**29.3. NO** acid dipping, grinding, porting, port matching, turtles or modifications allowed.

- Chevrolet engines – Part #2101 (newer style only) or 2701 Vortec Performer Part #2116, Edelbrock Performer intake only.
- Ford engines – Part #2665, 2750 or 2181 Edelbrock Performer intake.
- *Dodge engines – Part #2176, 7176 Edelbrock Performer intake or Mopar part #P4876335.
- Vortec head engines – Chevrolet Part #2101, GM Part #12366573 or Edelbrock Part #7116

## 30. OIL PAN & LUBRICATION:

**30.1.** Magnetic steel oil pans only.
**30.2.** Wet sump systems only.
**30.3. NO** external oil pump(s) (aftermarket) or external reservoir tanks allowed.

**NOTE:** Interpretation of these rules will be solely up to the judgment of the officials in charge of the area in question. OSCAAR reserves the right to impound non-complying components with no compensation to the owner(s). Noncompliance with the specifications outlined herein may subject violating teams to disqualification, loss of points and moneys and/or fine.

OSCAAR RESERVES THE RIGHT TO IMPOUND ANY CAR OR COMPONENT FOR FURTHER INSPECTION. REFUSAL TO COMPLY WITH REQUEST MAY END IN EXPULSION OF DRIVER AND/OR OWNER, FINE OR PENALTY AND/OR SUSPENSION.

ALL DECISIONS BY PIT STEWARDS, CHIEF TECHNICAL INSPECTOR, OR OSCAAR EXECUTIVE COMMITTEE MEMBERS WILL BE FINAL. ALL RULES SUBJECT TO INTERPRETATION BY OSCAAR OFFICIALS. RULE BOOKS WILL BE ISSUED TO MEMBERS.

ALL EQUIPMENT NOT GOVERNED BY THE AFOREMENTIONED RULES ARE TO BE SUBMITTED TO OSCAAR TECHNICAL DIRECTOR, NOT LESS THAN 30 DAYS PRIOR TO THE DATE OF INTENDED USAGE. NO EQUIPMENT WILL BE CONSIDERED APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED. RULES APPLY TO ALL RACE EVENTS.

OSCAAR RESERVES THE RIGHT TO CHANGE THE RULES
**NOTE: IF IT DOESN'T SAY YOU CAN DO IT, ASK THE TECH DIRECTOR FIRST**
For questions, contact OSCAAR Technical Director
Courtney Wright email courtneyellenwright@gmail.com cell 289-231-8647
Ben Dennis email bdennis905@gmail.com cell 905-806-7811