

2026 Southern Raceway Vintage Division Rules

REVISIONS

April 20, 2026

- Added tie rod rule: tie rod ends must remain stock. May replace stock sleeves with swedge tubes.
- Added Bernheisel front clip as permitted front clip replacement in addition to Johnson Chassis front clip.

STOCK NATURE OF DIVISION

Anything not specified must be OEM and remain in stock location with no modifications. Any interpretation or deviation of these rules is left to the chief technical inspector; any decision of and by Raceway officials is final.

BODIES

1. Vintage Racing bodies, consisting of fiberglass roof, hood and grill shell as well as aluminum sides, which should be purchased initially but may be replaced if maintaining the same shape and dimensions.
2. Steel driver compartment and floorboard recommended. If aluminum, must be .040 and must run a scatter shield. No exceptions.
3. Bodies may not be modified, altered, lowered or moved forward, backwards or side to side.
4. No wings or spoilers allowed. No Lexan or clear plastic. No ground effects.
5. No engine side panels, stock hood only.
6. Body styles offered: 1934 Ford 3 Window Coupe, 1934 Ford Victoria 2 Door Sedan, 1934 Chevrolet 3 Window Coupe, 1934 Chevrolet Window Coupe.
7. Any fuel doors, or hinged openings must be securely fastened and remain closed while racing.

CHASSIS

1. Mid GM (ex: Monte Carlo, Regal, Cutlass, etc) metric car frames only, 1978-1985. Front and rear suspension must remain completely stock metric parts in stock location except for rear trailing arms and front upper A-arms and rear end.
2. No brackets, lift or pull bar suspensions.
3. No drilling or lightening of frame or cross members.

4. No aluminum or lightweight parts.
5. Frame no lower than 4-1/2 inches from the ground and the body no lower than the frame.
6. No relocating any suspension parts except front upper a-arm.
7. May change coil spring rates. Springs must fit in stock locations.
8. Frame wheelbase measured from center of front axle to center of rear axle must be 108 inches on both sides.
9. May run weight jacking bolts in front and rear. Shocks must be steel body. May run front outboard shock. Outboard front shocks may have heim join ends. Stock mount front shocks can be spaced down. Rear shocks must mount in stock location top and bottom and be level at the same height on rear end, and must be mounted through stock mounting holes in frame. Shocks must be mounted 4 inches from the bottom of the axle tube in the stock location.
10. No aluminum shocks. No bulb shocks. All shocks must be same diameter. Shock claim \$400 (must purchase all 4 shocks). No bump stop. No screw type. No adjustable shock mounts.
11. Steering quickeners and sweet metric replacement steering box allowed.
12. All steering components and mounts must be steel. OEM or aftermarket ball joints are allowed. OEM upper A-Frame may be replaced using aftermarket upper A-Frame (steel or aluminum cross shaft allowed). Stock metric lower control arms only. No tubular aftermarket type lower control arm. Any steel upper control arms. Must use stock mounting location. Bolt-on spindle savers allowed.
13. Tie rod ends must remain stock. May replace stock sleeves with swedge tubes.
14. Three spindle ok – IMCA or Speedway STAMPED ONLY – No short arm.
15. No suspension binding via chains, cables, ratchet straps, etc. Suspension must move freely.
16. Only permitted replacement front clips are Johnson Chassis and Bernheisel.

ROLL CAGES

1. Must consist of continuous hoops no less than 1-3/4" outside diameter and wall thickness at least 0.095". Must be frame mounted in at least 6 places.

2. Roll bar padding required in driver's compartment. Driver's head must not protrude above roll cage with helmet on and strapped in seat. Must have minimum one cross bar in top halo of roll cage.
3. Roll cage must consist of front and rear loops connected by tubing on sides or side of hoops. Must be securely supported and braced.
4. Low carbon mild steel tubing recommended. No brazing or soldering allowed. Bar across back of engine with vertical bars and rub rail or similar protection required.
5. No brace bars forward of cage may be higher than stock hood height. Main cage no farther forward than engine plate.
6. Minimum three door bars at least 1.5" O.D. parallel with ground and perpendicular to driver.
7. Side bars must be welded to front and rear roll cage members. Door plates required.
8. Vent bars both sides minimum 10" length with .095 thickness, 1/4" tubing.

ENGINES

1. Engine must be centered in frame front and rear. No offset engines. From bell housing to center of rear axle 76" minimum.
2. Wet sump oiling system only. 1 inch inspection plug welded in oil pan 5 inches from front seal and 1-½ inch down from pan rail on driver's side. Should be between second and third pan bolt. Should not be obstructed by windage tray.
3. Bored blocks may not exceed .060" overbore. No stroked or de-stroked engines such as 337 or 383 Chevy. Cast iron blocks only. Stainless steel valves allowed. No titanium engine parts allowed. Allowed engine make and cubic inches: Chevy 350; Ford 289, 302, and 351; Mopar 318, 340, 360.
4. Max allowed exhaust and intake valve size as follows: Chevy 350 1.5/1.94; Ford 289 and 302 1.462/1.781; Ford 351W 1.543/1.844; Mopar 318 1.6/1.800; Mopar 340 1.6/2.020; Mopar 360 1.6/1.880.
5. Cast iron heads only. No aluminum heads. No angle plugs, bowtie or Ford SVO cylinder heads. No aftermarket heads. No porting or polishing on heads, intake or exhaust manifolds or gasket matching allowed. Pinning of rocker arm studs permitted. Screw in studs and guided plates are permitted. Valve springs must be stock diameter configuration and specs for engine. No oversized valve springs. May be dual springs. No beehive springs. 3-angle valve job permitted/ Poly locks

permitted. OPTIONAL: Valve covers, windage tray, cam button, air filter, steel oil pan, four bolt stock blocks, aluminum pulleys, push rods, timing chain and gears, rod bolts, balancing and blue printing. EQ #CH-350i Cylinder Head with 1.94 intake, 1.50 exhaust valves

6. No rocker shaft assemblies. Stock rocker arm ratios only. 1.5 Roller Rockers are OK. No shaft rockers. Stud girdles OK. No interchanging such as Ford 1.6 in a Chevy motor.

7. Hydraulic lifters only. No flat tappets, no rollers, and no mushroom or over sized lifters allowed.

8. Hydraulic camshaft only. Lifts not to exceed .500 lift measured at the valve, or .333 measured at the cam. OEM firing order cannot be changed. (GM: 1-8-4-3-6-5-7-2)

9. OEM distributor only. No "MSD" or similar type ignition boxes or aftermarket modules. Rev limiters allowed.

10. Only 2 barrel Holley 500 CFM 4412 Carburetor. May run aftermarket metering block. Carburetor must pass all tech gauges.

11. Any 2 or 4 barrel cast iron or aluminum intakes allowed. No tunnel ram type manifolds. Maximum 1" carburetor spacer adapter allowed with 1 paper gasket per side not to exceed .065" in thickness. (1 gasket .065)

12. Flat top 2 or 4 eyebrow or dish pistons only. No pop-up pistons allowed. No gas ported pistons. No trick pin height pistons or reversing pistons. Piston must remain in all cylinders.

13. Heads or intake may be angle milled for increased compression ratio.

14. No lightweight crankshafts. No knife edge, undercut, scalloped, narrowing, or bull nose crankshafts. No drilling of second or third rod throws. OEM or OEM replacement cast or steel crankshafts only. Cast crank 47 lbs minimum and steel crank 51 lbs minimum.

15. GM 5.7 or 6 inch rods allowed. Floating pins and cap screws OK.

16. Mechanical type push rod fuel pumps only.

TRANSMISSION

1. Standard transmission must be unaltered OEM three or four speed with forward and reverse gears. Transmission must have stock type clutch, pressure plate and flywheel with minimum 10.5 inch steel/organic single disc type clutch and steel

pressure plate assembly inside an explosion-proof bellhousing – minimum 270 degrees around top of clutch and flywheel area. No light weight bell housings. Steel unaltered flywheel only – 16 lb minimum. No aftermarket racing type transmissions IE: Brinn, Falcon or Jericho transmissions allowed.

2. No trick clutch units or aluminum flywheels. No lightening of flywheels allowed. Clutches must be positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches. No automatic flywheels used with standard transmissions.

3. All manual gear transmissions must have SFI approved explosion proof steel bell housing.

4. Automatic transmissions allowed. Must be unaltered OEM with unaltered OEM pump, original bell housing and stock torque converter. Must have approved scatter shield constructed of minimum of 0.125 inch by 3 inch steel, 270 degrees around flex plate must be full, unaltered OEM, or OEM replacement. No manual bump starts allowed. No direct drive, lock up or welded torque converter.

5. Stock and unaltered torque converter 11" minimum. Torque converter cannot weigh no less than 30 lbs. when removed from the transmission.

REAR ENDS

Stock type rear end must be locked or posi-traction. 9" Ford OK. Full floater OK. All steel parts only, hubs, drive plates, axels, spool must be steel. Full or mini-spool only. Lower trailing arms must be same length and mounted at same height. No gun drilled axels. May run aftermarket rear trailing arms - must be steel tube and heims. May run aftermarket rear trailing arms and can be adjustable on rear end as long as total wheelbase of vehicle is 108". Pinion angle may be adjusted. Lower trailing arm mount must be 3" below bottom of axle housing. Must be same on both sides.

TIRES AND WHEELS

1. Official tires are the Hoosier H-500

2. 8" steel wheels with 1" lug nuts. May run wheel spacers.

3. Conventional unaltered rims only.

4. Bead lock allowed.

5. No tire soaking and/or treating in any class. Any driver/owner/crew member found to have used, or brought, any tire soaking chemicals onto SOUTHERN

RACEWAY property will be asked to leave the property and will be subject to fine and/or suspension.

FUEL AND FUEL CELLS

1. One 8 or 12 gallon fuel cell maximum. Must be mounted by at least two steel straps 1/8" thick x 2" wide.
2. Pick up tube or supply cannot exit under tank.
3. Gasoline or racing gas ONLY. No Methanol or Alcohol. No Nitrous Oxide. No Propylene Oxide. No Nitromethane. No MTBE. No E-85.

WEIGHT

1. All cars must weigh minimum of 2600 lbs.
2. Lead weight must be securely mounted to frame or roll cage, painted white with car number written on it, and secured with at least two 1/2" bolts.

SAFETY

1. Helmets must be Snell approved and fire suits SFI approved.
2. Fire extinguisher, scatter shields and 5-point safety harness required.
3. Brakes must work on all four wheels.
4. Exhaust must direct gases away from cockpit.
5. Batteries must be securely mounted and shielded.
6. Kill switch mandatory within easy reach of driver.
7. Driveshaft tubes or hoops mandatory. Steel only.
8. Front and rear bumpers and nerf bars required (IMCA style 16 inch center).
9. Loose objects must not be in drivers compartment.
10. All cars must be able to crank with own power.
11. Minimum 1 safety bar in front of driver.

PROTESTS

Same as other classes.