



2009 Basic Rules Summary

The following rules are for quick reference. All Challenger Raceway car rules apply IN ADDITION to these summary rules. Complete rules at www.challengerraceway.com or call **724-726-5494**. Traction control is illegal in all classes! No electronic or computer controlled suspension equipment! No pit-to-driver communication equipment! No mirrors in any class! All safety rules apply!

Any weight, spoiler and carburetor spacer rule may be adjusted during the season for competition!

Super Late Models: All cars—Open 11" x 16 3/4" x 92" tire rule. 14" wheels. Body rules similar to WoO, Lucas, UMP etc. One 2 or 4 barrel carburetor. Gas or alcohol only. 6" maximum setback measured from center of left front spark plug to center of ball joint OR 26" maximum setback measured from the center of the ball joint to the front of the motor plate/engine bell housing flange. No fuel injection, turbo chargers or blowers.

Open 2,250 weight—Unlimited ci. Aluminum or steel block. 8" spoiler & side braces.

Spec 2,200 weight—360 ci limit. 3.480 maximum stroke. 2.100 minimum rod pins. No titanium crankshafts, connecting rods or valves. Titanium retainers—OK. Flat top or inverted pistons only. Block must be cast iron. GM 350 block with Brodix #11SPX-PMS or SUPR heads and Brodix HV1000 intake. No Bowtie blocks. Ford 351W or 351W Sportsman block with Brodix #T1FSTDX-PMS or SUPR heads and Victor Jr #2980 intake. No 302 Ford blocks. Chrysler 360 block with Brodix #B1BA-PMS or SUPR heads and Victor Jr #2915 intake. No intake modifications! 60 cc minimum head combustion chambers for all heads. No modifications to heads except intake opening may be ground or polished maximum 3/4" or into the port no farther than the closest letter of the SUPR/PPMS logo. Intake port polishing allowed maximum 1 1/2" below the bottom of the original seat ring on the back side of the bowl area and maximum 1" on the short side. Polishing allowed ONLY in the combustion chamber area to avoid hot spot chafing and in the exhaust ports as long as SUPR/PPMS logo is not affected. Valve angle may not be modified. Intake opening may not be larger than original opening. NO intake or exhaust port relocation, raising, reshaping or size modification of any kind! 12" rear spoiler and side braces. 4" x 32" spillboard with 1" ridge on top permitted on nose.

Semi Lates: All cars—Open 11" x 16 3/4" x 92" tire rule. 14" wheels. Body rules similar to WoO, Lucas, UMP, Fastrak, etc. One 2 or 4 barrel carburetor. Gas or alcohol only. No fuel injection, turbo chargers or blowers.

Open 2,450 weight—Steel block. 6" setback. 8" vertical spoiler height, 8" spoiler length measured at angle of spoiler. 8" side spoilers.

Limited 2,325 weight—362 ci. max. Steel block & heads. No headwork except 3/4" port matching and valve seat blending. Flat top or inverted pistons. No roller cams. Steel crankshaft with 3.50 maximum stroke. No magnetos. 6" setback. 8" vertical spoiler height, 8" spoiler length measured at angle of spoiler. 8" side spoilers.

604 Crate 2,325 weight—Sealed GM crate motor part #88958604. No magnetos. 8" setback. 10" vertical spoiler height, 10" spoiler length measured at the angle of spoiler, 12" side spoilers. 4" x 32" spillboard with 1" ridge on top permitted on nose.

602 Crate 2,200 weight—Sealed GM crate motor part #88958602. No magnetos. 8" setback. 12" spoiler & side spoilers. 4" x 32" spillboard with 1" ridge on top permitted on nose.

Sport Stocks: All cars—Full stock frame to center of rear axle (unibody tied). Suspension in stock location. No weight jacks. Stock clutch and transmission with working stock torque converter on automatics. Stock rear. 8" tires and 8" steel wheels. No 400 motors. 362 ci. max. Motor in stock position and must match frame and body. Stock distributor. Gas only. OEM single line 4 barrel or any 500 maximum cfm 2 barrel carburetor. Max. 1" carburetor spacer. No dry sumps. Stock 4-wheel brakes. Stock body, aftermarket nosepiece & rear cap—OK. No spoilers.

3,200 weight—OEM cast iron block, heads and intake. Any cast iron exhaust. No headers. No high performance blocks, heads or intakes (Bowtie, W2, GT40, SVO, Performance, etc). No Vortec or angle plug heads. No porting or polishing heads or intake. Stock hydraulic cam. Stock flat top or inverted pistons. Stock steel crank with stock stroke. Stock steel rods. .040 max overbore. All suspension components must be stock and in stock location with no modifications. No racing suspension parts!

3,400 wt—OEM, stock appearing cast iron block and heads. OEM intake. Headers permitted. No roller cams. All suspension parts must be stock except racing shocks and springs/spacers permitted on 3,400 lbs cars only.

Roadrunners—Stock 4-cylinder, front wheel drive cars. No trucks, mini vans, etc. No motor, suspension or drive train modifications—safety modifications only! DOT-approved stock passenger 55 series & over tires--no winter treads or racing tires, stock wheels. Gas only. No turbos. Stock body. No spoilers. Fuel cell and fuel pump safety shut off switch HIGHLY recommended.



2008 Basic Rules Summary

The following rules are for quick reference. All Challenger Raceway car rules apply IN ADDITION to these summary rules. Complete rules at www.challengerraceway.com or call **724-726-5494**. Traction control is illegal in all classes! No pit-to-driver communication equipment! No mirrors in any class except Roadrunner! All safety rules apply!

E-mod: All cars—Stock snout to **36"** forward from center of rear axle. Tube type upper a-arm allowed and can be repositioned. Aftermarket lower a-arms are permitted but must have stock dimensions and remain in stock location. Mono-balls are OK. OEM tie rod ends and adjustment sleeves may be replaced. Any type steel or aluminum shocks. No coilovers on front suspension. Coilover eliminators and steel or aluminum coilover kits permitted on rear suspension only. Aluminum cross shafts—OK. No other aluminum, fiberglass or composite material suspension parts. Stock passenger car spindles required—no tube type or fabricated spindles. All other front suspension parts must be OEM stock production and in stock location. Min **4.5"** outside diameter coil steel springs. No driver controlled weight jacking equipment. No electronic or computer controlled suspension components. Steering and steering box must be stock. No rack and pinion. Quick change and racing transmission—OK. Cast iron block. **72"** maximum setback measured from center of rear axle to bell housing mounting flange surface. One **2** or **4** barrel carburetor. No magneto. Challenger body rules apply. **8"** rear and side spoilers. **8"** steel wheels plus **1"** tolerance for beadlocks. **8"** maximum treadwidth E-mod tires. Tires permitted are Hoosier or American Racer **26.5/8.0-15** & **27.5/8.0-15** and American Racer **82/08**, **84/08** or **86/08** in any compound. **11-1/2"** maximum sidewall width.

Open **2,475** weight—Cast iron block. **8"** maximum vertical spoiler height and **8"** maximum spoiler length measured at angle of spoiler. **8"** maximum side spoilers.

Limited **2,350** weight—**358** maximum ci limit. Cast iron block. No Bowtie blocks. Any stock production GM cast iron head, Bowtie head **#10134392** with casting **#14011034**, or World Products heads **#011150** or **#012150**. **60** cc minimum combustion chamber. Absolutely no porting, polishing, machining or clean up of heads or manifolds. Any single **4**-barrel manifold. **350** stock steel crankshaft with **3.480** stroke. Crank may not be lightened. Flat top pistons. Standard diameter lifters—no mushroom lifters. No dry sump. No titanium or exotic metal engine parts. **8"** rear and side spoilers.

604 Crate **2,350** weight—Sealed GM crate motor part **#88958604**. **12"** spoiler & side braces. Two **4"** x **32"** spillboards allowed on nose.

602 Crate **2,300** weight—Sealed GM crate motor part **#88958602**. **12"** spoiler & side braces. Two **4"** x **32"** spillboards allowed on nose.

B-Cadets: All cars—Stock snout to **20"** past center of ball joint. Square tubing back-half—OK. No round tubing frame rails. No coilovers. Stock lower a-arm in stock location. Stock rear. **16 3/4"** cross section tire. **10"** steel wheels. Cast iron block. No titanium or exotic metal parts. Cast iron or aluminum intake. **1"** max. setback from center of ball joint to front spark plug. No magnetos. One **2** or **4** barrel carburetor. Gas only. No driver-controlled weight jacking equipment. No adjustable panhard bars. No lift bars or torque absorbing equipment of any kind. Aftermarket trailing arms, **3**-link suspensions and weight jacks permitted. No driver controlled weight jacking equipment. No electronic or computer controlled suspension components. Body measurements similar to late model body rules. Rear must be enclosed **10"**. No spoilers. **4"** maximum deck height increase from center of front wheels to rear of car OR **40"** maximum deck height at any point. **80"** maximum body width at all points.

Open **3,150** weight—Any cast iron heads. Any car with one or more of the following must weight **3,150**: offset frame, ci over **408**, roller cams or lifters, racing transmission or OEM transmission without working OEM torque converter, headwork or intake work (except **3/4"** port matching), carburetor over **750** cfm or dry sump.

Standard **3,000** weight—No offset frames. **408** ci. max. Any cast iron heads. No porting or polishing heads or intake except for **3/4"** port matching. No roller cams or lifters. No dry sumps. Stock transmission with working stock torque converter on automatics. **750** cfm maximum carburetor.

Spec **2,850** weight— No offset frames. **362** ci. max. OEM cast iron heads, RHS **#12407** or World Product **#4265**, **#4266**, **#4267** or **#5303**. No angle plug or high performance blocks, heads or intakes (Bowtie, W2, GT40, SVO, Performance, etc.). Vortec **#25534371** and **#25534351** are not permitted. No porting or polishing heads or intake except for **3/4"** port matching. Any non-high performance OEM cast iron or aluminum dual or single plane manifold permitted or Edelbrock **#2101**, **#2116**, **#2181**, **#2901**, **#2912**, **#2913**, **#2915**, **#2924**, **#2925**, **#2940**, **#2941**, **#2975**, **#5001**, **#5021**, **#5076** and Victor Jr Sportsman **2V**, Weiand **#7515**, **#7545**, **#7547**, RPM **#7101** or Mercruiser cast iron intake. No roller cams or lifters. Steel crankshaft with stock stroke. Steel rods. No dry sumps. Stock transmission with working stock torque converter on automatics. **750** cfm maximum carburetor.

602 Crate **2,700** weight—No offset frames. Sealed GM crate motor part **#88958602**. No dry sumps. Stock transmission with working stock torque converter on automatics. **750** cfm maximum carburetor.