

Tiger Rules

Chassis:

Any American branded, 1992 or older (93-2004 Mustangs may be used), V-8 front engine, rear wheel drive, full frame, or uni-body car originally mass produced with a minimum wheelbase of a 101". Engine and body must be of the same manufacturer as the chassis used. NO LEAF SPRING CARS. No Gen 4 Camaro.

Design:

Minimum four (4) point roll cage is required. In addition to the required four (4) point roll cage, the structure may extend to the front as far as the radiator support but not connect left and right strut towers on Uni-Body cars. The left side must have a minimum of four (4) horizontal bars with spacers. The right side must have a minimum of three (3) horizontal bars with spacers or an "X" and two (2) horizontal bars.

Door Plate:

A minimum of sixteen (16) gauge steel plate of sufficient length and width as to protect the driver must be welded to the roll cage.

Fire Walls:

The stock front and rear firewall must remain in the stock location and configuration. All holes must be covered with a minimum of 22-gauge steel and seal of the driver's compartment.

Frame:

Unibody Cars that have tubing structure integrated within chassis that extends more the 6" forward or backward of the 4-point cage structure will be subject to weight penalties as determined by technical inspector. No excessive tubing will be permitted.

Bumpers:

Stock front and rear bumpers may be used. Approved tube type front and rear bumpers may be used.

Weight:

3000 lbs., race ready. All cars being weighed for compliance with technical rules will be weighed with each wheel centered on a scale, the driver belted in the seat and sitting in the upright position with his/her helmet on or resting in his/her lap. **Any car with 3 wins will have 25 lbs added to the right side of the car, between the axels and will go up 25 lbs after every victory there after.**

Left side weight: Uni-body chassis 54% Full frame chassis 55%

Ballast Weight:

All weight must be between the center line of the rear axle and an imaginary line drawn through the front axle. All lead must be painted white with car # clearly marked. Lead needs to be mounted either with sandwich method threw floor with 1/2" bolts, or to frame.

K-Members:

NO altering of structure it MUST stay in stock form and location for make and model. No altering of mounts.

Fuel Cell:

16-gal max fuel cell and must be a steel container with a check/rollover valve in the vent line; secured with two (2) straps front to rear and two (2) straps left to right. The minimum dimension of strap material is eighth (1/8) inch x one and one half (1½) inch. Fuel cell may not be offset and must be a minimum of 12" above the track.

Height:

Minimum frame height from ground is 6" with the driver.

Interior:

Interior area of car must be completely STOCK and enclosed in respect to the engine compartment, track surface, tires, and rear (fuel cell) compartment. If holes in the floor need repair, they may be covered but must have original floor underneath or subject to a weight penalty.

Pipe:

Minimum roll cage tubing specification one and three quarter (1¾) inch x points zero nine five (.095) inch DOM or seamless tubing.

Rear Clip:

Rear frame should remain stock for make and model any reinforcing or replacing to the stock rear clip is subject to technical interpretation.

Seat:

Aluminum racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat. The Drivers head should be below halo and clear of all roll bars while seated in the car.

Seat Belts:

Mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details).

Steering Column:

A fabricated steering column can be used but must have a minimum of two (2) U-joints positioned so as not to allow the steering wheel to be pushed rearward in the event of a collision. Must have steering column stop. All steering wheels must have a center pad.

Welds:

All welds are to be of high quality and must surround the joint. Absolutely no butt welds or sharp edges anywhere.

Battery:

12-volt Battery mounted and covered in a secure fashion mandatory.

Wheelbase:

Stock for Make and Model plus or minus ½". Absolutely no modifications except as specified in this rule book.

Motors and Running Gear

All engines are to remain stock for year, make, and model The Max Cubic Inch 350 Stock or 305 Stock for General Motors and Ford Motors. The idea is to keep this a cost-effective division if it's not stock other than what's specified for changes it will be considered illegal.

Cylinder Heads:

Any 350 or 305-casting head with a stock 1.94 - 1.60 valve can be used that came on a motor for year make and model. NO VORTEC HEADS!!!

Block:

Stock block for make and model any tampering of block numbers will be an automatic disqualification.

Camshaft:

Flat tappet cams and with a max lift of .415 and .210 duration NO ROLLER CAMS

Pistons:

4 valve relief pistons only stock replacement may be used but must maintain 9.5-1 compression.

Intake:

Any stock cast iron 2-barrel intake that is made for a passenger vehicle. No bus, marine, or high-rise intakes allowed.

Exhaust:

Stock cast iron manifolds with 2 Thrush 17715 or equivalent suitcase 19-3/4" x 10" mufflers are mandatory. No Ram Horn or after Market

Radiator & Coolant:

Any radiator that fits in the stock location with a radiator cap. No closed systems overflow tanks are allowed. Any fan may be used. No antifreeze allowed.

Carburetors:

factory stock Rochester two-barrel carburetor bolted to a stock two-barrel cast iron intake may be used. Alternate of Holly 4412 non VDL must be spec from factory. **Adapter Plate 1937 Mister Gasket**

All other parts of the Motor must remain stock for Year, Make and Model

Driveline

Rearends: Stock housing for make and model 3.42-3.08 gear ratio with an open differential in any Uni-body car. Full frame cars can run a mini spool or locked rear with a max gear of 3.73-3.08. No ratcheting or torque-sensing devices or clutch packs allowed.

Driveshaft: Steel driveshaft (singular) only. The driveshaft must have a safety loop of 1/8 thick by 2" wide.

Transmissions: Stock automatic transmission for make and model. Turbo 350 are allowed. No Standard or power glides.

Body

Body must remain stock for year make and model with stock body lines and be steel. No T-tops or convertibles, any sunroofs must be covered with a steel sheet of no less than 22-gauge steel and be welded. All roof, quarter and windshield post inner reinforcement must remain in place.

Height: No part of the body (including side skirts and nose piece) may be closer than six (6) inches to the ground.

Spoiler: No rear spoilers of any kind.

Hood: Stock steel hoods only. The stock inner reinforcements may be removed but NO SHARP EDGES.

Bumper Covers: Aftermarket bumper covers allowed. The front must match year make and model.

Deck Lid: The rear deck lid must be hinged & pinned for viewing and safety access. No solid riveting.

Fenders: On Uni body cars the front inner plastic fender is the only thing that can be removed. The front inner fender from the fire wall to the radiator supports must remain untouched. Slotting of the upper strut mounts for camber is allowed but still must fit all camber and wheelbase rules.

Windows: A full windshield is required. The windshield must be a minimum of 1/8" thick polycarbonate material such as Lexan. A minimum of two windshield braces are required. No rear windows allowed. Window installations are subject to the Tech Inspector's approval.

Suspension

All front suspension parts are to remain stock for year make and model no interchanging from year to year. Rubber bushings or neoprene replacements are allowed.

Springs: Same wire size, height, and diameter left to right. Following these perimeters rates should be equivalent.

Sway Bars: Stock for year make and model in the original location using stock mounts. Max sway bar size is 32MM.

Sway bar Links: Stock links with all stock hardware must be maintained on the left and right. The left side can be adjustable as long as stock hardware and bolt lengths match. Spacer can be shortened up to 1" on left side.

Torque Arm-Third Member: Stock dimensions in a stock location mounted in stock rubber nonadjustable 6-1/2" or less from the transmission tunnel.

Trailing Arms: Stock for year make and model in stock location.

Camber: Maximum of 1-1/2" of positive camber on all Uni-Body car 2" on all full frame car on the right front. Maximum camber on the LF is 3/4".

Tires and Wheels

Tires: American Racer 7" 225 SH or H track tire, EITHER SIDE with any combination are the only tires approved. Absolutely no chemically treating of tires at any time.

Bleeders: Absolutely no tire bleeding devices allowed

Wheels: Steel 7"x15". Unibody cars Max track width 64 1/2" Full frame Max track width 65"

Brakes: All cars must have four working brakes on the car. All brakes including the pedal assembly must remain stock.

Transponders & RACEceivers: Transponders & RACEceivers are mandatory. Transponders shall be mounted outside of the car on 12'6" from the front bumper.

**After 3 wins 25lbs will be added to the right side of the car and
will go up 25lbs after every victory thereafter.**

Speedway95 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 contained in the rule's listings, or that is not otherwise approved by the Speedway 95 may not be used in competition.