

2026 Modified

W9s will be required before any prize money will be paid. This will be strictly enforced for 2026!

Authority, Assumption of Risk, and Finality of Decisions

The rules and/or regulations set forth herein are intended to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conduct and conditions of all events. By participating in any event, all participants are deemed to have read, understood, and agreed to comply with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY shall result from the publication of, or compliance with, these rules and/or regulations. These rules are intended solely as a guide for the conduct of racing activities and are **not a guarantee against injury or death** to any participant, spectator, or official.

The Technical Director shall have the authority to permit deviations from any specification contained herein or to impose additional restrictions which, in their judgment, do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY** shall result from any such deviation or additional restriction.

Any interpretation of, or deviation from, these rules shall be at the sole discretion of track officials. **Any decision involving a judgment call by track officials—including but not limited to scoring, race procedures, race control, penalties, disqualifications, safety determinations, or on-track incidents—is final, non-appealable, and not subject to protest, grievance, or review of any kind.**

The term *Wythe Raceway* shall include, but is not limited to, the owners, lessees, lessors, agents, employees, officials, and representatives thereof.

SAFETY EQUIPMENT:

1. Rules apply at all times the car is on track. Snell-rated SA2015, SA2020, or SA2025 helmet required. Roll bar padding is required in the driver's compartment. Recommended: Fire-retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes, and a neck brace (or head and neck restraint) required. Right- and left-seat head supports are required when using the head and neck restraint system. Recommended: Fire-retardant head sock and underwear, collapsible steering shaft. Driver 's-side window net required; minimum 16-inch by 20-inch ribbon or mesh; must be mounted to the roll cage so the latch is at the top front of the window. Maximum four-inch-tall visor attached to the window net. A minimum two-inch-wide SFI-approved five-point safety belt assembly is required and must be mounted securely to the main roll cage. Recommended: Safety belts no more than two years old. The kill switch must be within easy reach of the driver and must be clearly marked 'OFF' and 'ON'.

FRAME:

1. 1964 or newer OEM perimeter American rear-wheel drive passenger car frame or 1968-1972 AFCO Chevelle OEM replacement frame (part no. 10640000) only. No sports car frames. The frame must be full and complete, cannot be widened or narrowed, and must be able to support a roll cage on both sides. Exceptions are: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of steering box and notched maximum one inch at bottom for tie rod clearance; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal. A maximum two-inch-wide by four-inch-tall frame stiffener may be welded directly to the outside of the left-side frame rail; the left-top frame rail can be removed inside the cockpit. See www.imca.com for OEM frame dimensions. Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width shall not exceed 78 inches from outside of tire to outside of tire. No part of the body can be lower than four inches. No part of the frame can be lower than 4 inches or higher than 7.5 inches from the ground, except the front crossmember and rear underslung.

ROLL CAGE:

1. Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame-mounted in at least six places. Recommended: low-carbon or mild steel. Must consist of a configuration of front, rear, and top hoops connected by tubing on the sides or side hoops. The driver's head must not protrude outside the cage with the helmet on. The roll cage must be securely supported and braced, with at least one crossbar in the top halo. Foot protection bar required. The main cage is no further forward than the rear of the engine. All bars forward of the cage must be lower than the hood.

Door Bars:

1. All driver-side door bars and uprights must have a minimum 1.5-inch O.D. and a 0.083-inch wall thickness. Minimum three driver side door bars, parallel to the ground and perpendicular to the driver, and welded to the front and rear of the roll cage. The passenger side must have at least one cross door bar, horizontal or angled, with a minimum 1.25 inch O.D. and 0.083 inch wall thickness, and one top horizontal door bar with a minimum 1.5 inch O.D. and 0.083 inch wall thickness. Steel door plate, 18 gauge or 0.049 inch minimum thickness, must be securely welded to the outside of the driver-side door bars and cover the area from the top door bar to the bottom door bar and from the rear hoop down-post to five inches in front of the seat. Must be visible for inspection.

BODY:

1. No unapproved composite or plastic body panels allowed. Approved composite doors, rear quarter panels (FMVSS302 burn rating), roof rock guard, hood scoop, nose kit, and filler panel allowed. The body and interior deck must be the same width, front-to-rear, and parallel to the OEM frame. The aluminum nose panel must be flat (not dished). Maximum 2.250-inch side fins allowed on aluminum nose. IMCA-approved plastic nosepieces allowed. The nose must be mounted in an approved manner and may not extend higher than the front top of the hood. Nose piece must remain inside confines of front bumper (exception is plastic valance), same width front to back, and be no lower than four inches below frame horns. Cooling holes allowed. Engine compartment must remain open (no side panels). Hood must cover radiator, be level or sloped down at front, enclosed, and maximum two inches above interior deck at rear. The air cleaner top is no more than 6 inches above the hood. No panel in front of the right door to the engine compartment. No inner panels. No complete or half-car covers; rear tail cover allowed only in the personal pit area. Must have front and rear roof support posts. Driver and passenger-side windows must have at least a 12-inch opening (height and width), measured at the center of the window, between the lowest point at the top and the highest point at the bottom. Sail panels may not extend ahead of the back of the seat. Solid sail panels only. The roof must be fiberglass or aluminum, full-size, rounded in all directions, and mounted within 0.5 inches of the main hoop. No dished roofs allowed. Driver roof hatch allowed. Maximum 1.5-inch rolled-down rock guard allowed on the roof. Minimum two-inch, maximum four-inch roof sides allowed. Maximum one-inch ridge down the sides of the roof. Maximum one-inch rear roof stiffener (must face down). Spoiler may have a 1-inch rear stiffener, with a minimum of 1 inch down from the top. The spoiler must be attached to the rear of the sail panels, with one optional two-inch-by-five-inch triangular center support. No fins, lips, wings, or vortex generators allowed. Maximum four-inch plastic skirting allowed on the bottom of doors, quarters, and nose. The car number must be at least 4 inches high and 20 inches wide, and clearly visible on both sides and the roof of the car; 6 inches high at the front and rear.

DRIVER COMPARTMENT:

1. Must have a minimum of three windshield bars in front of the driver. The Lexan or aluminum cowl panel in front of the driver must not be wider than the cockpit and must not extend farther back than the steering wheel. Minimum 0.125-inch aluminum or 0.060-inch steel; complete floor pan required. Aluminum high-back seat only and must be bolted in, using a minimum of 0.375-inch bolts, next to the left side frame rail and ahead of the rear tires. The bottom of the seat must not be lower than the bottom of the frame rail. The driver must be sealed off from the track, driveline, engine, fuel cell, canisters, and pumps. Oil coolers must not protrude above the interior. Accumulators cannot be mounted between the driver and the left-side door bars. No driver-adjustable devices allowed while the car is in competition, except the brake adjuster. No mirrors of any kind.

FRONT SUSPENSION:

1. All components must be steel, unaltered OEM, in their OEM locations, and replaceable with OEM parts. Exceptions are: tube-type upper A-frames with or without aluminum or steel cross shaft, and mounts can be moved; stamped steel OEM replacement lower A-frames; rubber, nylon, or steel lower A-frame bushings, no offset or bearing type; one welded shock mount on lower A-frame; no screw jack type shock mounts; OEM or OEM replacement rebuildable ball joints allowed. No screw in lower ball joints. Lower A-frames must be right and left, and of the same design. Lower A-frame mounts and bolt holes must be within OEM specifications. No sway bar. Front drop chains allowed; mounted chassis or frame to lower A-frame; must have slack during inspection. No unapproved stops of any kind allowed.

STEERING:

1. No rack and pinion. All components must be steel, unaltered OEM, and in their OEM locations. Exceptions are: outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625 inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only; unaltered, OEM or OEM replacement Pinto spindles with 'IMCA' raised cast; replacement spindle with Speedway Motors raised cast - part nos. 91034501 and 91034511; bolt-on spindle savers allowed; steel steering shafts and knuckles only; driver compartment steering may be modified, must be kept on the left side. Spindles must be right and left, and of the same design. Quick release required - steering quickener and steering wheel may be aluminum. Idler arm, pitman arm, and center link must match the frame.

SHOCKS:

1. One steel, non-adjustable, unaltered shock per wheel. Maximum 7-inch stroke on front shocks and maximum 9-inch stroke on rear shocks. All shocks must be manually collapsed at any time. One additional shock is allowed in the pull-bar area. No shock can pre-load or pin any spring. No external or internal bumpers or stops. No threaded body, front coilover, air, or remote reservoir shocks. No Schrader or bladder-type valve allowed.

SPRINGS:

1. One steel, non-progressive, closed-end coil spring per wheel only. One additional spring may be added to the pull bar for progressive adjustment. Minimum 4.5 inches O.D., non-tapered springs. Front coil springs must have a free height of 9.5 inches with a 0.5-inch tolerance. Rear coil springs must have a 1116-inch free height with a 0.5-inch tolerance. No torsion bars, airbags, inner liners, or spring rubbers are allowed. Steel or composite leaf spring allowed.

REAR SUSPENSION:

1. The rear of the frame may be altered to accept leaf or coil springs. All components must be steel. All trailing arms/link bars must be solid tubing. One mechanical traction pull bar allowed. Rubber bumpers allowed on pull bar or J-Bar only. Minimum 19-inch-long J-Bar, measured straight, center-to-center. One bracket mounted solid to the axle tube with lower link OR one floating birdcage with upper and lower links allowed per side. An additional shock/coil-over eliminator clamp bracket, solidly mounted to the axle tube, is permitted on each side. Steel coil-over eliminators, or steel or aluminum coil-over kits, are allowed; they must conform to shock and spring rules. Shocks and coil-over eliminators must be mounted to the birdcage or bracket below the bottom of the axle tube and to the upper frame rail. Spring, using a jack bolt, may be mounted directly to the top of the axle housing. Solid safety chains securely mounted from upper frame rails directly to the top of axle tubes required (cannot be mounted to any floating device, must have slack during inspection). No independent rear suspension. No covers on any suspension components. No lift, brake, or sway bars. No suspension stops or adjustable underslung of any kind.

DYNAMIC DECK HEIGHT (DROOP):

1. During post-race inspection, the car will be jacked up under the left-rear trailing arm mount, forward of the axle, until a 0.040-inch piece of sheet metal can be slid under the left-rear tire. The left rear deck height must not exceed 48 inches, measured 6 inches inboard of the left deck edge. The chain must be solidly mounted to the upper frame rail, on the axle tube at 12 o'clock, and between the bell and birdcage during inspection.

REAR END:

1. Any steel-approved OEM passenger-car or truck rear end (housing and carrier) is allowed, with a steel spool (full or mini). Quick change allowed and must use a 10" ring gear with an aluminum or steel spool, steel axle tubes, minimum one inch wide spur gears, and bolt-on rear cover. Safety hubs (floater) allowed. Steel axles only. All additional components must be steel, except for lowering blocks, axle caps, U-joint caps, and one-piece drive flange. One-inch inspection hole required in housings. No scalloped ring gears, cambered rear ends, crowned drive plate or axles, heavyweight axle tubes (max .250" wall) or housing braces.

BUMPERS:

1. Steel bumpers must be welded to the front and rear, or securely mounted with a minimum of 0.375-inch bolts. Rear bumper must be capped, constructed of minimum 1.25 inch O.D. tubing with 0.095 wall thickness (similar to diagram), maximum six inches beyond rear deck, no wider than five inches outside of rear frame rails. If wider than five inches, the outside rear frame rails must be bent forward by 90 degrees or constructed as a loop. Must have at least one upright, minimum 1.25 inches with 0.065 wall

thickness, from bumper to fuel cell guard. Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than the width of the material outside frame horns, and with bottom loop parallel to ground. The top bar must be directly above the bottom bar, with a minimum of 6.5 inches between them, measured center-to-center.

TIRES/WHEELS:

1. May use Hoosier Race tire, G60-15, with IMCA stamped on the sidewall, or American Racer AR500. No chemical softening or conditioning of tires. Tires may be ground, straight siped, or grooved. No re-caps. Aluminum wheel spacers only. External, steel bead lock only; it cannot make the wheel any narrower than 8 inches or any wider than 8.75 inches. Must use only steel bolts. Foam type or securely bolted plastic outer mud cover allowed on the right side wheels. 1 inch lugnuts.

BRAKES:

1. Must be steel-approved OEM, with four-wheel operation, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers; cannot be lightened. The bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket, 0.81 inch thickness (new). Vented solid surface rotors only, no scalloped or ceramic-coated rotors. No brake shut-off or pressure-sensitive devices. One front-to-rear proportioning device allowed. Brake lines must be visible. Rear caliper brackets must be welded or bolted solid to the rear-end housing.

EXHAUST:

1. Round tube headers only. All primary header tubes must enter a single collector at the same point at the end of the header. The collector and turn-down length is a maximum of nineteen inches total. When required, all exhaust must go through mufflers, two per car, one per header. Valve covers and headers may be modified for the pan-evac system. No anti-reversion headers or mufflers, exhaust sensors, merge collectors, extensions, inserts, cones, or balance tubes.

FUEL SYSTEM:

1. Mechanical or belt-driven fuel pump only, and must be mounted at the front of the engine. Racing fuel cell required, maximum 32-gallon capacity, must be in a minimum 20-gauge steel container. Cell must be securely mounted behind the rear axle, between the rear tires, at least 4 inches ahead of the bumper, and at least 10 inches above ground. Must be mounted with a minimum of one inch square tubing or two solid steel straps around the entire cell, two inches wide and 0.125 inch thick. All cell mounts must be steel, securely welded to the frame/cage. Protective tubing must cover the rear and extend past both sides of the cell. No part of the cell shall be lower than the protective tubing. Fuel cell vents, including the cap vent, must be equipped with check valves. If the

fuel cell does not have an aircraft-style positive-seal filler neck/cap system, a flapper, spring, or ball-type filler rollover valve is required. Pick-up must be on the top or right side of the cell. One fuel filter allowed. No cool cans. The air cleaner top/stud cannot direct air into the carburetor. No top-flow air cleaner housings or cold-air boxes. One naturally aspirated two- or four-barrel carburetor only with Holley OEM or OEM replacement booster. Aerosol carburetor is allowed. No ICT-type boosters allowed. Fuel shut-off recommended.

Minimum Weight:

1. Minimum weight with driver 2,500 lbs. 1 lb. per lap burnoff in feature.

602 ENGINE Rules: GM 602 PERFORMANCE ENGINE # 88958602, 19258602, or current number

1. Carb spacer any.
2. No high-volume oil pumps.
3. No electric fuel pumps.
4. These 602 replacement parts are allowed other than GM:
 - a. Pistons; Federal Mogal/Sealed power/Speed Pro replacement piston H815ACP Rings; Hastings 2M486. Hydraulic lifter; HT817. Valves: Manley stock replacement; no undercut stems; no stainless.

Bearings:

1. Mains, rods, cam. Clevite P series bearings or equivalent, no performance type, no H type. No coating. No Durabond cam bearings. 1.6 roller rockers accepted.

Protest:

1. \$1,100.00 cash (MUST come from driver or car owner)
2. Acceptance fee \$100.00.
3. Intake, Head, Cam, Pistons, Bore, Stroke.
4. For crankshaft. Add \$100
5. Crate engines are not required to use seal bolts, but they must meet GM specifications.
6. The protested driver may have his engine builder present during the engine protest.
7. Refusal to tear down will result in a fine equal to 50% of the teardown fee, in addition to the loss of points, position, and prize awards.

Tech inspection:

Must pass tech prior to competing and have a current year tech inspection sticker.

A tech inspection sticker only indicates that a preliminary inspection has been conducted.

Drivers, car owners, and crew are responsible for the safety, operation, and compliance with race rules at all times.

Tech inspection will not prevent death, serious injury, or property damage.

Safety:

1. By entering Wythe Raceway premises, all participants (including anyone in a restricted area) agree to comply with all rules, regulations, and decisions of Wythe Raceway officials.
2. No driver is to get out of the car on the track at any time without permission from the first responder. Fine \$100
3. Ask the track personnel to contact the race director to request permission to exit the car.
4. If you exit the car prior to receiving permission, you will be fined \$100.
5. No pit crew members are allowed on the track at any time. Fine is \$100
6. If the Rescue Squad, Fire Department, or Wrecker crew needs your assistance, track officials will request your help. Interfering with the fire department or rescue squad will result in a \$500 fine.
7. No work is permitted on the car on the track; go to the pits. Fine is \$100
8. Do not stop on the track to talk to the track official.
9. The race director may allow track personnel to do a quick "hot fix" on the track during a caution. This means that if a piece of debris can be removed in 30 seconds or less, the race director may opt to use that option rather than wait for a caution. Anything longer or more complex will require the car to go to the pits.
10. Window nets required.
11. Approved PPE for drivers is required anytime a car enters the track.
12. Mirrors are permitted. Radios for rookies are permitted, provided the frequency is provided to the tracker
13. Crew members standing on the bank or extending any part of their body beyond the guardrail will be subject to a \$100 fine.

TRANSPONDERS:

1. Drivers are responsible for returning that night. We suggest buying your own transponder.
2. Transponder rental rates will increase to \$20 in 2026 due to higher damage and loss rates.

Race Receivers:

1. Rechargeable Race Receivers only! New for 2026. (Due to batteries being thrown on the ground)

Fines:

1. All fines must be paid in full at the tech building prior to unloading the car.