

2011 Pro All Stars Series Rules

Competitor: A driver, car owner, crew member or other person who participates competitively in a PASS event.

Disqualified: The car and any competitor affiliated with it will be treated as if it did not start the race, thus forfeiting any monies, awards, and championship points it may have otherwise been entitled to.

Event: An PASS-sanctioned motorsports event, which includes the designated race as well as all periods of registration, inspections, time trials, qualifying races, practice sessions, post-race inspections and possible related rain or postponed dates.

PASS: Pro All Stars Series

Official: Appointed by the PASS to officiate as an employee or independent contractor at the event.

Promoter: The entity that, in connection with the event, is responsible for the promotion of the event, as named on the official entry blank.

Series Driver/Team: Any driver or team that competes in an event sanctioned by the PASS.

Tour Driver/Team: Any driver or team that competed in any PASS events.

GEAR RULES

BEECH RIDGE: 5.29 - 5.88

CANAAN: 5.64 - 5.88

LEE USA: 5.29 – 5.88

NEW BRUNSWICK: 5.64 - 6.03

OXFORD: 5.29 – 5.88

RIVERSIDE: 5.74 - 6.08

SEEKONK: 5.88 – 6.28

STAR: 6.00 – 6.28

THOMPSON: 4.56 - 5.04

VALLEE JUNCTION: 6.00 – 6.28

WHITE MOUNTAIN: 6.00 - 6.28

Section 10 - Building Rules

Notice:

All model, engine, or equipment changes or modifications not governed by the PASS must be submitted for consideration of approval, not less than 30 days prior to the date of intended usage in PASS competition. Equipment will not be considered as having been approved by reason of having passed through inspection unobserved.

NOTE: ANY ITEMS NOT DESCRIBED AS ALLOWED IN THESE RULES SHOULD BE DETERMINED AS ILLEGAL UNLESS PASS ISSUES A BULITEN EXPRESSING OTHERWISE.

Additional weight or possible disallowance of competition for non conforming rules infractions. Weight added to be determined by series officials in interest of parity of competition.

10.1 Points, purse money and series sponsor awards will be awarded to all Tour teams that conform to Section 10.1.1, unless otherwise specified in specific program rules.

10.1.1 All Tour cars must keep the front fenders clear of lettering. The space will be used to display logos for PASS sponsors.

10.2 All Tour cars competing for season points (registered team & driver) must use Five Star, ARP, or other ABC bodies that conform to ABC and PASS measurements. Note: PASS may grant permission for registered teams to compete with non ABC Bodies in emergency situations with prior request to PASS technical director. Templates will be used. All bodies must be kept neat in appearance.

10.2.1 The following bodies are approved for competition. See the template instructions guideline included for heights and measurements.

ABC: Monte Carlo, Grand Prix, Taurus, Fusion, Charger, Intrepid and Camry

Other non ABC bodies permitted with weight adjustments but not eligible for season points

Chevrolet -	Camaro, Lumina, Monte Carlo, Impala
Buick -	Regal
Oldsmobile -	Cutlass
Pontiac -	Firebird, Grand Prix
Ford -	Thunderbird, Taurus, Fusion
Dodge -	Intrepid, Charger

10.3 General Car Body Requirements

- a. Cars must be neat appearing and have complete bodies. No altering of bodies or body style permitted without PASS approval. That is, all body panels installed must match the brand of car, which is indicated on the front of the car.
- b. Full 1/8" Lexan type windshields must be used. Windshield must have at least 2 internal braces of 3/8" square tubing 4" apart and roughly centered in windshield. Windshield must be mounted solid and braces welded to the roll cage.
- c. Full rear windows are mandatory. Must be 1/8" Lexan type, mounted securely, and braced to prevent any collapsing.
- d. Rear quarter panel windows may be used.
- e. Side windows are permitted and may use up to 1/3 of the opening between the "A" post and "B" post area but must stick out side of the body more than 1". Any panels attached to the "B" post must not extend forward.
- f. Minimum ground clearance for the front spoiler/ air dam shall be 3".
- g. Rear spoiler shall not exceed 6 1/2" (ABC bodies), 6" (Thunderbird), & 5" (Other bodies) in overall or surface height. The spoiler shall not exceed 60" width and must be mounted at the rear bumper cover. No side bracing or boxing permitted. The maximum height of the top of the spoiler to the ground shall be 38". ABC bodies 41 1/2".
- h. The hood must have positive pull pin type fasteners with 4 pin fasteners on leading edge. The rear deck lid can be hinged, pinned, or riveted to the body.
- i. The rear window height at the top may not drop more than 1" from center to either side.
- j. The roof may have a maximum 3" drop, as measured from a point 12" back from the windshield to the rear window.
- k. Rocker panels must be a minimum of 3" from the ground.
- l. Front and rear bumper covers must remain stock. NO CUTTING ALLOWED.
- m. No carbon fiber body parts allowed.
- n. No rub rails or outside body bracing allowed. A 1" x 1/4" aluminum flat bar is allowed on the outside of the door but must be mounted solid on each end with no sharp edges.
- o. No dirt style front header or rear bumper sections allowed.
- p. The deck lid must not be more than 1" lower than rear quarter heights in any area.
- q. Dimensions for body heights "A" and "I" must be no more than 16" difference in drop.

- r. All body panels must connect in stock locations, without alteration.
- s. Roof and rear window air deflectors are allowed. A maximum of 2 allowed, mounted parallel of each other with a maximum height of 1".
- t. Right Side deck (A & B post to outside of body) maximum of 5". Exceeding 5" but less than 7" require a 25 lb. weight penalty. Left side deck (A & B post to outside of body) maximum of 3".
- u. Roof "X" dimension (a point on A post to opposite outer edge of rear spoiler) shall not exceed 3" difference. Exceeding 3" but less than 6" require a 25 lb. weight penalty.
- v. Downforce Bodies are allowed with 75 lb. weight penalty but must not be altered from Mfg specs except as allowed on PASS Downforce Body Dimension sheet. Note: Weight penalties may be changed and posted on Tech. Board at any event.
- w. "ABC" Fivestar & ARP bodies must fit templates within 1/2" and maintain all dimensions in diagram for "ABC" Dimension Guidelines page. All car base weights are based off the utilization of the ABC body. Other bodies that are previously mentioned may be permitted with appropriate weight penalty as listed.

10.4 Car Weights

All cars weights listed are race ready with driver, full of fuel, oil and water before race.

Maximum left side weight percentage for ALL cars will be 57% before, during and after event with NO allowances in any form.

All weights are based of ABC body and perimeter chassis.

2700 lbs : GM GM#88958604 400 fast burn crate engine in sealed produced form (Engine option #5)

2750 lbs : 2 barrel Engine option. Maximum 10.99 to 1 compression Wet or Dry sump. Steel head engine only. (Engine option #2)

2775 lbs : Ford D347SR Racing engine option

2800 lbs : 4 barrel Engine option. Wet or Dry sump. Steel head or 9 to 1 engines. (Engine options #1 and #3)

Added engine weight options...

Add 50 lbs. : Cam change option GM Fast burn 385/400 and ZZ4 (engine option 4)

Add 50 lbs. : Ford 347 McGunegill #425 LM engine (engine option 5)

Add 50 lbs. : . Engine option maximum 13.99 to 1 compression Wet or Dry Sump. (engine option #2)

Add 25 lbs. : Roller lifter cam (engine options #1, #2).

The following are available options that are permitted in competition with established weight adjustments as listed below.

Add 25 lbs : 99-03 non ABC template body

Add 75 lbs : Down force non ABC body

Weights may be adjusted for all series options on tracks in excess of 1/2 mile or more in length.

Additional weight will be added at Thompson speedway to all competing PASS Series teams. Check entry form for event competition weights.

Crate engine and Ford D347SR engine options are permitted a 50 lb weight break at tracks of ½ mile or larger. To include GM ZZ4 – GM 604 – Ford McGunegill 425 – Ford D347SR

Teams will be notified in advance of any changes.

10.4.1 Added Car Weight

- a. Added weight must be securely bolted in place. Dislodged weight can not be returned to car for weighing after the race. No ballast adjustment devices permitted on car. Weight transfer devices of any type may not be activated by the driver.

10.4.2 Car Weights Post Competition

- a. When cars are weighed after competition, only water, oil and gas may be added to verify total weight requirement is maintained if necessary. Left side maximum weight % must be maintained before, during, & after each race event. NO refueling allowed.
- b. Wheels and tires can not be changed.
- c. Post race left side weight violation penalty will be assessed as follows. 1 tenth (.1%) over 57% left will be assessed an monetary fine of \$200.(two hundred dollars). 2 tenths (.2%) over 57% left will be assessed monetary fine of \$500 (five hundred dollars). 3 tenths (.3%) over 57% left will be disqualified from finishing order of event.
- d. Post race overall total weight must remain within allowed tolerances. Any violation will result in disqualification from finishing order of event.

10.5 Wheelbase, Tread Width, Frame Height

- a. Minimum wheelbase is 102" on either side. The left side wheelbase must be +/- 1" of right side. Maximum wheelbase is 108".
- b. Maximum tread width front and rear is 66".
- c. Absolute minimum height of frame and cross members is 3" from ground before, during, & after each race event with driver. No lifting allowed. Rear spoiler height maximum must be maintained before, during, & after each race event.

10.6 Engine Location

- a. Engine/drive line must be centered within 3" of the tread width of the car. This will be measured from the outermost point of the front tires.
- b. Engine crankshaft center height must be a minimum of 10" from the ground.
- c. Maximum engine setback is 2" from the forward most sparkplug hole center to a determined line across the center of the upper ball joints.
- d. Engine must be positioned in the normal upright mounting, whereby cylinder vertical centerline of a 90-degree engine shall be a 45-degree engine angle to a vertical line projected from the ground plane.

10.7 Driver's Seat

- a. Driver's seat must be designed for auto racing and constructed of 0.125 inch thick aluminum and adequately padded.
NO FIBERGLASS SEATS PERMITTED.
- b. Aircraft-quality hardware is required for attaching seat to seat substructure. Seat must be located with at least 6" (preference of 8") clearance to the nearest longitudinal door bar.
- c. The seat substructure must be securely welded to the main roll cage.
- d. Seat may not protrude outside 4 point upright or top cage halo.

10.8 Fire Walls

- a. Interior of car must be completely enclosed in respect to engine compartment, track surface, wheel wells, and rear (fuel cell) compartments. The area immediately beneath the driver (floor) and the vertical panels surrounding the seat area (front and rear firewalls and transmission tunnel) must be constructed of minimum 18 gauge steel (.047 inch) and be of welded construction. Other interior panels may be constructed of aluminum, minimum of 0.040 inch thickness.
- b. Panel on passenger side of car may be either flat across at transmission height, drop back to floor level after transmission tunnel, or have a 4" flat area over transmission and then angle up to the top of the right side door bars.

10.9 Dashboard

A full width dashboard is required.

10.10 Engine Requirements

Engine Option #1

- a. Engines with cast iron heads must have a maximum static compression ratio of 10.99 to 1, as measured by the PASS Whistler.
- b. Holley 600 cfm carb, must comply with carb requirements in rule 10.13.
- c. Must be a V-8 engine with a maximum displacement of 360 cubic inches. Cars with engine displacement exceeding 360 c. i. may be allowed to compete but need PASS Officials approval and carry a weight penalty.
- d. No titanium or aluminum connecting rods permitted. Any length after market rod permitted.
- e. Any flat tappet camshaft permitted. Roller Camshafts allowed with 25 lb. weight penalty.
- f. No mushroom type lifters permitted. Lifter bores may be bored, or re-bored and sleeved to accept Ford lifters.
- g. Any dry or wet sump oil system allowed. *Maximum of a five stage pump.*
- h. Any flat top piston permitted. Valve relief may be cut into piston. Pistons may not exceed engine compression rule. No pop-up or dish pistons. Dodge pistons can remove minimal material from top of piston to maintain 10:99 compression.
- i. Cylinder heads must comply with requirements in rule 10.11.
- j. Intake manifold must comply with requirements in rule 10.12.
- j. No electric fuel pumps permitted.
- k. No aluminum engine blocks

Engine Option #2

- a. Engines with cast iron heads must have a maximum static compression ratio of 10.99 to 1, as measured by the PASS Whistler. Compressions ratios exceeding 10.99 may be run with PASS approval and up to a 50 lb. weight penalty.
- b. Holley 500 cfm carb, must comply with carb requirements in rule 10.13.
- c. Must be a V-8 engine with a maximum displacement of 360 cubic inches. Cars with engine displacement exceeding 360 c. i. may be allowed to compete but need PASS Officials approval and carry a weight penalty.
- d. No titanium or aluminum connecting rods permitted. Any length after market rod permitted.
- e. Any flat tappet camshaft permitted. Roller camshafts allowed with 25 lb. weight penalty.
- f. No mushroom type lifters permitted. Lifter bores may be bored, or re-bored and sleeved to accept Ford lifters.
- g. Any dry or wet sump oil system allowed. *Maximum of a five stage pump.*
- h. Any flat top piston permitted. Valve relief may be cut into piston. Pistons may not exceed engine compression rule. No pop-up or dish pistons. Dodge pistons can remove minimal material from top of piston to maintain 10:99 compression.
- i. Cylinder heads must comply with requirements in rule 10.11.
- j. Intake manifold must comply with requirements in rule 10.12.
- j. No electric fuel pumps permitted.
- k. No aluminum engine blocks

Engine Option #3

9.50 to 1 Engine Rule

- a. Can Not exceed 9.5:1 compression
- b. Valve angle:
 1. GM - 18 degrees minimum
 2. Ford - 9 Degrees minimum with 4 degree valve center
 3. Mopar - 12 Degrees minimum
- c. Steel or Aluminum heads.
- d. Steel standard production crankshaft, NO TITANIUM. Balancing allowed
- e. Any cam, any steel lifter, and any rocker arms. Gear drives ok.
- f. Any production steel or aluminum intake permitted. No fabricated intakes. Maximum depth of intake allowed is 4 5/8".
- g. Holley 390 cfm 4bbl carburetor only. Cars utilizing Open booster carburetor option may NOT be used at tracks in excess of 1/2 mile or larger in length.
- h. Maximum carburetor spacer/adaptor/gasket thickness allowed is 2 1/8".
- i. Only single hole or 4 hole adapters are allowed with NO tapered, beveled, or slant holes.

Engine Option #4

1. Crate Engine with Cam Change

GM Fastburn 385 (P/N 12496769), Fastburn 400 (P/N 88958604), : This is a factory sealed crate engine package, complete from intake manifold, stamped steel valve covers with racing style breathers, and 8 quart dual kick-out circle track racing oil pan. The Fast Burn 400 engine has a 1053 forged steel crankshaft, aluminum heads with 2.00"/1.55" valves, hydraulic roller lifters, HEI distributor, and normal rotation iron water pump included. (400 HP at 5500 RPM - Torque 400 @ 4500 RPM) The base engine is a Fast Burn 350ci 385 horsepower, with the following parts:

P/N 10105123 4 bolt iron block – Must Remain Stock

P/N 14088533 1053 steel crankshaft – Must Remain Stock

P/N 10108688 PM rod – Must Remain Stock

P/N 10159436 High silicon aluminum piston – Must Remain Stock. NO "Eyebrowing" the pistons for clearance

P/N 10185071 Camshaft with hydraulic roller lifters – The camshaft may be changed (to any roller cam, rocker arm and lifter)

P/N 12464298 Aluminum head – Must Remain Stock. You may cut the heads .010 for clean-up. Minimum 60cc.

P/N 12496822 High rise single plane intake manifold, P/N 12366573 Aluminum dual plane (no EGR) or P/N 12496820

Aluminum dual plane (w/ EGR)– Must Remain Stock. Competitors competing with the original Fastburn 385 (intake manifold p/n 12366573 or p/n 12496820) may update to Fastburn 400 (p/n 12496822) if no changes (except for the camshaft, rocker arms and lifters) have been made.

P/N 25534354 8 quart oil pan or Moroso part #21319 pan is permitted with matching p/u assembly and utilized in factory form without modifications.

Carburetors: Holley HP series 4-brl 650 (p/n 80541-1 or -2) or an approved 600 cfm Holley carburetor.

2. Gm ZZ4 engine option.

This engine option must be used in factory produced form without modification except Cam-Lifter-Rocker change option.

Carburetors: a stock unaltered Holley 750cfm. Carburetor or any PASS approved carburetor permitted within parameters of other engine options.

ANY PARTS OR TECHNICAL SPECIFICATIONS NOT MENTIONED ABOVE MUST REMAIN STOCK FOR THE FASTBURN 385 (P/N 12496769) OR FASTBURN 400 (P/N 88958604).

All aspects of engine must remain as manufactured unless otherwise specified in crate engine rebuild specifications.

Engine Option #5

Crate Engine with NO Changes

1. Fastburn In factory form without modifications 385 (P/N 12496769), Fastburn 400 (P/N 88958604).

This is a factory sealed crate engine package, complete from intake manifold, stamped steel valve covers with racing style breathers, and 8 quart dual kick-out circle track racing oil pan. The Fast Burn 400 engine has a 1053 forged steel crankshaft, aluminum heads with 2.00"/1.55" valves, hydraulic roller lifters, HEI distributor, and normal rotation iron water pump included. (400 HP at 5500 RPM - Torque 400 @ 4500 RPM) The base engine is a Fast Burn 350ci 385 horsepower, with the following parts:

P/N 10105123 4 bolt iron block – Must Remain Stock

P/N 14088533 1053 steel crankshaft – Must Remain Stock

P/N 10108688 PM rod – Must Remain Stock

P/N 10159436 High silicon aluminum piston – Must Remain Stock. NO "Eyebrowing" the pistons for clearance

P/N 10185071 Camshaft with hydraulic roller lifters – The camshaft may NOT be changed.

P/N 12464298 Aluminum head – Must Remain Stock. You may cut the heads .010 for clean-up. Minimum 60cc.

P/N 12496822 High rise single plane intake manifold, P/N 12366573 Aluminum dual plane (no EGR) or P/N 12496820

Aluminum dual plane (w/ EGR)– Must Remain Stock. Competitors competing with the original Fastburn 385 (intake manifold p/n 12366573 or p/n 12496820) may update to Fastburn 400 (p/n 12496822).

P/N 25534354 8 quart oil pan or Moroso part#21319 pan is permitted with matching p/u assembly permitted and utilized in factory form without modifications.

Carburetor: a Holley HP Series 4 brl. 650 Carburetor (p/n 80541-1 or -2) or an approved 600 cfm Holley carburetor.

2. Mc Gunegill FORD 425 LM Spec (crate) engine in COMPLETE sealed untouched form as produced will be permitted for competition. Utilization of this option is restricted to Mc gunnegell specs and is restricted to manufacturer rebuild. No Exceptions.

Engine Option #6

Ford D347 SR Complete in factory untouched sealed form. No exceptions permitted. This is a factory RACE engine package, Must Remain Stock .

Carburetors: a Holley HP series 4 brl. 650 carburetor (p/n 80541-1 or -2) or an approved 600 cfm. Holley carburetor.

ANY PARTS OR TECHNICAL SPECIFICATIONS NOT MENTIONED ABOVE MUST REMAIN STOCK AS PRODUCED for All Crate engines options utilized for competition. NO EXCEPTIONS unless otherwise specified in crate engine rebuild specifications.

GM 400 '604' Fast Burn, McGunegill 425 Im and Ford D347 SR Engine Inspection Policy

Within the guidelines of utilizing the 'Crate'-Race engine options all competitors are subject to a zero tolerance policy of inspection and conformability to all guidelines as specified by the manufacturer.

If in the event any team is considered in question as to the productivity of performance from a 'crate' powered engine, that engine will be susceptible to the following inspection process without protest. Failure to adhere to any action taken by PASS series officials will result in immediate disqualification.

At the conclusion of any race event PASS reserves the right to require any team to remove engine in complete form and turn over possession to appropriate officials for inspection purposes to be determined by officials.

Engine will be susceptible to Dyno testing and/or engine tear down for complete inspection to determine total legality to factory produced complete form.

In the event ANY part within engine is found non-conforming, the entire engine will become the possession of PASS without claim or dispute. An additional \$1,000.00 fine will be assessed to violating team before next event in which said teams attempts to compete.

Teams in which opt. for the cam and rocker replacement option are limited to only replacement of Camshaft, Lifters and Rockers! NO other modifications permitted!

In the event of engine rebuild the only modifications are listed below.

Maximum overbore of .008"

Maximum Deck surfacing of block: .005"

Maximum deck surfacing of cylinder head: .010 straight only. NO angle milling permitted.

Minimum rod and main bearing size: .010" under

All other necessary parts required for rebuild are to be direct factory replacement purchased through Manufacturer and are exact OEM specified part numbered to engine utilized specification sheet and installed to factory built specs. NO EXCEPTIONS!

All crate engines are to be used in complete form as produced unless otherwise specified. From Intake manifold to oil pan. No external oiling systems permitted.

ZERO TOLERANCE!

- a. After Market timing chain cover permitted.
- b. After Market engine bolts are permitted.
- c. Any distributor legal to PASS rules may be permitted.
- d. Any valve cover set is permitted
- e. Any water pump is permitted

10.11 Cylinder Heads for 10.99

No porting, polishing, sand blasting, glass beading, painting, angle milling more than 2 degrees, or adding material to head permitted. GM Heads: Any current (year 2002 or older) 23 degree cast iron head allowed, except no high ports allowed. Year 2005 GM Vortec Bow-Tie heads # 25534351, 2534371 (bare castings), 25534421, & 25534431 (fully assembled) are allowed only in "as produced" condition. Valve size must remain stock (2.00 / 1.55"), only normal valve machining, & ½" max. port matching.

Ford Heads: N351, N352 (year 2002 and older). Dodge Heads: W2 castings (year 2002 or older) ANY EXCEPTIONS TO THE CYLINDER HEAD RULES MUST BE SUBMITTED TO PASS TECH FOR APPROVAL.

- a. Multi-angle valve grinding permitted.
- d. Maximum intake valve size is 2.080 inches.
 - Heads with the following maximum valve sizes and stock valve dimensions can be ported and polished.
 - General Motors: Intake Maximum 1.94" Exhaust Maximum 1.50" GM casting #041,291,441,461,462, & 492 (The 492 casting has to be GM #3958603, 1.94" intake and 1.50" exhaust valves)
 - Chrysler 340 c.i: Intake Maximum 2.02" Exhaust Maximum 1.60"
 - Chrysler 360 c.i: Intake Maximum 1.88" Exhaust Maximum 1.60"
 - Ford Cleveland: Intake Maximum 2.19" Exhaust Maximum 1.71" W/P casting #4351 only
 - Ford Winsor: Intake Maximum 1.84" Exhaust Maximum 1.54" Ford casting #GT40-M6049-L302
- d. Bowl work allowed up to ½ inch below top of valve seat, maximum.
- e. Port matching allowed up to ½ inch on intake port, maximum.
- f. Polishing of combustion chambers only, permitted.
- g. No reworking of exhaust ports.
- h. Steel or titanium valves permitted.
- i. Any valve spring permitted.

10.12 Intake Manifolds

- a. Any un-altered Production aluminum or cast iron intake manifolds may be used.
- b. Port matching allowed up to ½ inch maximum. No other machining allowed.

10.13 Carburetors

- a. A Holley 600 cfm model carburetor may be used on cast iron head engines using Engine Option #1.
 - b. Holley 500 cfm model carburetor must be used on cast iron head engines using Engine Option #2.
 - c. Holley 390 cfm model carburetor must be used on aluminum head 9.50 to 1 engines using Engine Option #3. open booster carburetor permitted at tracks in length of less than half mile .
 - d. stock 4-brl Holley carburetor (p/n 80541-1/2) for Crate Engines or any other PASS legal 650 or 600 carb.
 - e. 750 cfm model carburetor may be used on ZZ4 crate engine option or any other PASS legal 650 or 600 cfm carb.
 - f. No polishing, grinding, or drilling holes permitted in the body of the carburetor.
 - g. Choke horn may be removed with a square cut, no taper or bevel may be cut into the body of the carburetor.
 - h. Boosters may not be changed but may be aligned. Size and shape must not be altered. Height must remain standard. The passage ways from the metering block may be enlarged to a suggested size of 0.156 inches.
 - i. Venturi area must not be altered in any manner. Casting ring must not be removed.
 - j. Base plate must not be altered in shape or size.
 - k. Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts but screw heads must remain standard.
 - l. Throttle shaft must remain standard and must not be thinned or cut in any manner.
 - m. Power valved, metering blocks and floats may be altered.
- O. Throttle linkage may be changed.**

10.13.1 Carburetor Spacer and Gaskets

- a. No alterations allowed to carburetor spacer.
- b. Only a 1 piece carburetor spacer, maximum 1 inch in thickness may be installed between the intake manifold and the carburetor. 9.5 to 1 up to 2"(inch) spacer permitted. Any open or 4 hole spacer may be used, but the spacer opening must be perpendicular to the base of the carburetor with no taper or bevel. Outside configuration of the spacer must conform to the base of the carburetor. Only 2 paper gaskets (1 per side) with a maximum thickness of 0.065 inch will be permitted. Gaskets may be altered to match carburetor base openings.

10.13.2 Carburetor Jets

- a. Carburetor jets must be the same type as supplied by the carburetor manufacturer.

10.14 Fuel Injection or Supercharger

- a. Fuel injection or superchargers are not permitted.

10.15 Carburetor Air Cleaner and Air Filter

- a. Air filter element must be a minimum of 12 inches and a maximum of 16 inches in diameter. Air shall be filtered through the element. The air filter elements may not be sprayed or soaked with any type of chemicals or liquids.
- b. The air filter housing must be centered on the carburetor. No tubes, funnels or any other device which may control the flow of air is permitted inside of the air cleaner or between the air filter housing and the carburetor.
- c. Air cleaners can not be removed during practice or competition.

10.16 Air Intake

- a. No cowl air induction is permitted. Absolutely no air ducts or baffles permitted on or leading to the air cleaner or element.
- b. Air box opening should be approx. 4 inches by 20 inches may be cut in the hood behind the carburetor air cleaner to allow fresh air to the carburetor.

10.17 Electrical System

10.17.1 Ignition

- a. All ignition systems must be acceptable to PASS Officials.
- b. Ignition amplifier boxes and RPM limiters that are analog are allowed, but must not contain programmable, computerized, or memory circuits.
- c. No magnetos or computerized systems are permitted.
- d. The distributor must mount in the stock location and maintain the same firing order as a factory produced engine for the make and model car being used.
- e. No crank trigger ignition systems permitted.
- f. No adjustable timing controls permitted.

10.17.2 Spark Plugs

- a. Any make or brand of spark plugs may be used.

10.17.3 Alternator

- a. *The alternator system when used must be working within specifications.*

10.17.4 Starter

- a. The self starter must be in working order. Gear reduction starters are acceptable. All cars must be capable of starting under their own power.

10.17.5 Battery

- a. The battery may not be located within the driver's compartment. Battery must be isolated within the fuel cell area of the car. Battery must be securely mounted and covered to prevent spillage if inverted.

10.17.6 Electrical Switch Locations

- a. All electrical switches must be located within the driver's reach. A labeled on/off master switch must be located within reach of the driver's side window opening and effectively kill power from the battery to the car's ignition system.

10.17.7 Accessories

- a. Cars will not be permitted to carry on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices or digital readout gauges. Radios must be of two-way voice communication type only, independent of the car's electrical system.

10.18 Fuel Cell

- a. Maximum size is 22 gallons (U.S.).
- b. Cell must have a minimum ground clearance height of 8 inches from the track.
- c. Must have flapper/ball valve assembly in cell to prevent spillage when upset.
- d. Must be enclosed in a 20 gauge metal canister and installed in a safe manner.
- e. *Must have a check valve in vent tube to prevent spillage. Vent line must not be excessive in length.*
- f. Must have a safety loop designed to protect the rear of the cell.

10.19 Drive Train

- a. No carbon fiber or titanium products allowed without PASS approval.

10.19.1 Clutches

- a. Multi-disc designed for racing. Minimum 5-inch diameter clutch plates.

10.19.2 Flywheel

- a. Any flywheel permitted.

10.19.3 Bell Housing

- a. Any aluminum or steel bell housing allowed.

10.19.4 Transmission

- a. No "in-out" type transmissions permitted.
- b. Not to exceed 4 forward gears. Must have at least 2 forward gears and 1 reverse gear in working order.
- c. No automatic or semi-automatic transmissions permitted.
- d. *All other forward gears (except 4th or high gear) in any position shall be 1.23 or higher*
- e. Fourth or high gear ratio must be 1 to 1.
- f. All transmissions must be approved by PASS Officials.

10.19.5 Drive Shaft

- a. Drive shafts and universals must be similar in design to standard production type. Only a 1 piece steel or aluminum drive shaft permitted.
- b. It is mandatory that (2) 360 degree solid steel brackets, no less than 2 inches wide and 1/4 inch thick, be placed around the drive shaft and fasten to the cross member of the car.
- c. All steel driveshafts must be painted white.

10.19.6 Rear Axle

- a. Any rear end center section with spur gears will be permitted but must not use any electronic devices.
- b. Full floating rear axles are compulsory.
- c. Locked or unlocked differentials are permitted.
- d. Limited slip differentials are permitted with no electronic controls.
- e. Differential oil coolers are permitted.
- f. Cambered rear axle housings are permitted.
- g. Steel or rubberized drive plates may be used.

10.19.7 Wheels

- a. Only 15-inch diameter 5 lug steel wheels with a 10-inch rim width and a reinforced center are permitted.
- b. Solid heavy-duty steel lug bolts and nuts must be used.
- c. Bleeder valves are permitted.

10.19.8 Tires

- a. Only approved tires permitted. Approved tires are those tires purchased from PASS or an approved PASS dealer.
- b. No hand grooving, buffing, grinding, and/or cutting on any area of the racing tire allowed.
- c. Any competitor who, during an Event, uses or is in possession of 1 or more tires that have been altered externally or internally by unauthorized treatment is subject to a fine of not less than \$500.00 and disqualification, and/or disallowance or qualifying efforts, and/or withdrawal of the opportunity to qualify for the Event, and/or suspension from future PASS Events, and /or additional penalties.
- d. Any team found with any tire softener, conditioner, or any substance used to treat tires, in their possession (including trailers and haulers) during any PASS event will be disqualified from the event. Additional fines and/or penalties may be imposed including, but not limited to, suspension from future PASS events.
- e. No tire warming or heating permitted. To include heating blankets, heaters, or ANY form of temperature altering methods. No exceptions.

10.19.9 Tire Usage Rules

- a. Competitors must start the feature race on tires used to qualify with. Any change of qualified tires must be approved by PASS Officials. When an Official detects a change from the qualifying tires, the competitor will be allowed to change back to the original tires and start the race from the rear of the field.
- b. A tire can not be changed in a feature race unless it is flat. Violation of this rule will carry a 2-lap penalty. Tire MUST be cut or flat due to tire failure. Faulty bleeder is not accepted as tire failure. In the event of bleeder failure team must change bleeder and continue use of said tire for the remainder of the given event.
- c. 'An extended race of over 150 laps may allow tire changes during the feature race and will be announced at the drivers meeting and printed on the Official Entry Blank for the race.
- d. Additional tire usage and control guidelines may be included on the Official Entry Blank for the Event.

10.19.10 Durometer Rules

- a. The only approved Durometer will be the PASS instrument.
- b. Any tire under the minimum limit will be determined illegal and become the property of the PASS..
- c. Any competitor purposely avoiding a PASS Official by running through the dirt, water, taking extra laps around the track, etc., will be determined to have illegal tires.
- d. Any competitor found with illegal tires in the qualifying events will be disqualified and placed at the end of the feature line up if the field is not full.
- e. Any competitor found with illegal tires in the feature race will be disqualified and lose all points and purse for the event.
- f. Any competitor found with illegal tires a second time will be removed from the premises of the event and subsequently be suspended for a minimum of 2 races and may be subject to a minimum \$1,000.00 fine.
- g. All decisions by PASS Officials will be final.

10.20 Mufflers/ Exhaust

- a. All cars must have mufflers in "as produced condition". Howe #3002, 3006, or H-3018 are to be used. Other manufacturer built mufflers must be approved before competition and meet sound level specifications.
- b. Cars not adhering to this rule or excessively loud cars may not be allowed to compete or may be assessed a weight penalty.
- c. Exhaust must extend behind driver.
- d. Teams are highly urged to route exhaust exit under the car. A minimum of 6 inches is required between door panel and location of exhaust dump point if routed and exited under car. If exhaust dump point is routed under car it must be turned down.
- e. If teams opt to route exhaust out the side through door panel the following restrictions apply. End of exhaust may not extend beyond the distance of 2 inches within the inside of the door panel. Remainder of necessary distance will be accomplished with use of flush mount exhaust insert which must extend a minimum of 6 inches inward surrounding exhaust exit pipe as well as attached to outer door panel. No sharp edges permitted. Side exit exhaust must remain quite as determined by officials.
- f. Maximum allowable noise decibel to be 100db. Due to increasing noise ordinances at many facilities in which the series competes at, PASS officials will be required to enforce noise levels as posted. Facility ordinances will determine as to whether enforcement will be limited to teams being fined or restricted from competition due to violation of maximum db. noise limitations.

10.21 Chassis Construction

10.21.1 Center Section Components

- a. Main frame rail structure of chassis, defined as the primary structure to which roll cage members, major suspension components, engine, etc., mount to, must be constructed of a mild steel shape having a minimum perimeter dimension of 10 inches. Examples: 2 x 3, 2 ½ x 2 ½ , etc. Main frame rail members should be a minimum of:
 - 10 inch perimeter tubing: 0.120 inch wall thickness
 - 12 inch perimeter tubing: 0.095 inch wall thickness
 - 16 inch perimeter tubing: 0.083 inch wall thickness
- b. Main frame rail members shall be constructed so that the side rails are located within the normal tread width of the car. Right side main frame rail may be of perimeter or straight rail design.
- c. A perimeter frame chassis is defined as having left and right frame rails symmetrical (maximum 1 inch tolerance). Frame rails must measure a minimum of 50 ½ inches and a maximum of 60 inches from outside to outside and must be a minimum of 44 inches in length.
- d. The left main frame rail on a straight rail chassis must measure 10 inches minimum from the left front frame rail.
- f. When using an under-slung front snout on a straight rail chassis, the right main frame rail must be outside of the right front frame rail. They must not be in a straight line.

10.21.2 Front and Rear Sections

- a. Front and rear frame rails must measure 10 inches around the perimeter and constructed of 0.083 inch wall thickness.
- b. Rear frame section must extend beyond the rear edge of the fuel cell. The rear frame section maybe be 2" X 2" from the rear axle rearward.

- c. Rear frame section may be fabricated above or below the rear axle.
- d. Front and rear frame sections centerline must be located within 1 inch of the centerline of the main frame section on a perimeter chassis.
- e. Rear frame section must measure a minimum of 38 inches outside to outside.

10.21.3 Roll Bars

- a. A four-point roll cage structure of 1 3/4 inch outside diameter made of 0.090 inch thick molybdenum or mild steel tubing is required. All cars must have an x-type member across and behind the driver.
- b. Roll cage structure must be fully with minimum 1/8 inch thick gusset plates at all major tube intersections.
- c. A minimum of 4 horizontal bars, 3 curved, with 6 vertical bars (2 between each horizontal bar), with steel gussets is required in the driver's door.
- d. It is mandatory to have 16 gauge metal welded between door bars or a 16 gauge plate 40 inches in length and 17 inches high minimum, welded between the door bars and the driver's door.
- e. The right side door shall have 3 horizontal bars, straight or curved.
- f. Total height of roll cage to be 40 1/2 inches from bottom of frame. Halo to be no less than 1 inch lower.
- g. There must be a piece of tubing welded diagonally or perpendicular between halo and top of roll cage.
- h. Minimum height of door bars on driver's side is 22 1/2 inches from bottom of frame.
- i. A "Petty Bar" must run between center of cage and upper right front halo.
- j. Width of halo should be a minimum of 44 inches on perimeter chassis and 31 inches on straight rail chassis. Measurement is from outside to outside of tubing.
- k. All roll cage installations and workmanship must be acceptable to PASS Officials.

10.22 Suspension Components

- a. Front and rear suspensions may be coil spring or coil over spring type.
- b. Rear trailing arms may be of any unequal length and may use a spring or shock assembly.
- c. The third link may be of any length.
- d. Rack and pinion steering is allowed.

10.22.1 Springs

Type of springs including height and wire diameter is optional.

10.22.2 Shocks

- a. A maximum of 1 shock absorber per wheel is permitted.
- b. *No experimental shocks.*
- c. Type and location of shock absorbers is optional.
- d. Maximum shock gas pressure is 300 psi.

10.22.3 Sway Bars

- a. Any type sway bar is allowed front or rear.

10.22.4 A-Frames

- a. Independent front suspension is mandatory with articulating upper and lower control arms.
- b. Lower A-frames may be stock appearing or strut arm type.
- c. Upper and lower A-frames may be unequal lengths.
- d. Ball joint type is optional. Mono balls are allowed.

10.22.5 Spindles

- a. Steel spindles only.

10.23 Safety Equipment

- a. Window nets are required in driver's window area. The window net must be securely fastened at the bottom and have a quick release fastener at one end in reach of the driver. The net must be in the latched position at all times when the car is on the track.
- b. Driver must, at all times while in car, wear an approved driving suit and gloves. Suits must cover legs, arms and body of driver. Suits and gloves must be of fire resistant material.
- c. Helmets must be worn at all times while operating the car. Helmets must meet or exceed the Snell 95 standard.
- d. Cars must be properly supported by jack stands whenever a person is beneath it.

10.23.1 Seat Belts and Shoulder Harness

- a. A quick release lap belt no less than 3 inches wide is compulsory.

- b. Both ends of the lap belt must be fastened to the roll bar cage with high quality bolts not less than 3/8 inch diameter.
- c. Shoulder harness must be no less than 3 inches wide and must come from behind driver's seat. It is recommended that the harness pass through a steel guide welded to the roll cage that will prevent the harness from sliding from side to side. Shoulder harness may be 2 inch wide when utilized with proper combination of Hans devise or similar head/neck restraint system.
- d. A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt at the top.
- e. Where the belts pass through the seat edges, the belt must have a grommet installed, be rolled and/or padded to prevent cutting the belt.
- f. All seat belts and shoulder harnesses must connect at the lap belt with a quick release buckle.
- g. Seat belts must be dated by the manufacturer and must not be used beyond 5 years after the manufactured date.
- h. It is recommended that a Hans or Hutchens type device is used.

10.23.2 Fire Control

- a. A built-in on board extinguisher system is preferable. All other cars must have an adequate fire extinguisher safely mounted within the drivers reach. Tape is not acceptable as the method of mounting.

10.23.3 Radios

- a. A minimum of (2) two-way radios are required per car with communication between the driver and a crew member.
- b. All teams must have 1 scanner programmed to receive the PASS race control frequency and must have a crew member monitoring this channel at all times during every PASS event. This crew member must be in a position to communicate directions to the driver via the two-way radios referred to in Section 10.23.3.a.

10.24 Lettering and Numbering

- a. Car numbers must be a minimum of 18 inches high and 3 inches wide. Numbers shall be placed in contrasting colors to the car on both doors and roof. No reflective chrome, gold, or prism numbers allowed. Roof numbers must be visible as read from the grandstand side of the car.
- b. The car number must appear in 6-inch high numbers in the uppermost corner of the windshield on the passenger side and also on the right rear taillight cover.
- c. All Front fenders, nose panel as well as top of windshield must be available for promotional sticker placement as presented in promotional pack and areas mentioned are restricted from display of non series participating representation. All necessary stickers will be available through PASS at race events. All competitors are required to adhere to participation of contingency stickers. Any competitor that competes without all designated contingency stickers in proper location will have 10% (10 percent) of race winnings for given event deducted from distributed purse payout as well as forfeit any contingency awards presented to finishing position designation.
- d. Any signage deemed inappropriate by the PASS must be removed before car is allowed on the racetrack.
- e. Car number must be approved by the PASS. Numbers for Tour drivers from the previous season will be held for renewal until January 1 of each year. New numbers will be assigned on an available basis. Car number application forms are available from the PASS.
- f. Any team (Driver) must be licensed and display all PASS promotional stickers in proper location to be eligible for provisional starting positions, contingency awards as well as the 100 bonus points per event earned by licensed teams.

10.25 Illegal Parts

- a. Any part found illegal will be confiscated and become the property of the PASS.
- b. Any competitor found to have an illegal part will not be allowed to compete in any PASS event until that part is surrendered to pass series officials.