

# North East Classic Lites 2005 Competition Rules

North East Classic Lites shall hereafter be referred to as NECL throughout the rules and descriptions. These Adopted rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These Adopted rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race car owners who are at the track that day (by majority vote) shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinions do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the car owners or track promoters. Their decision is final. Majority rules, tiebreaker determined by race promoter.

## **GENERAL RACING RULES:**

1. NECL adopted rules shall apply to all NECL sanctioned events. No special license is required.
2. All NECL vehicles are subject to inspection at any time.
3. Approval of a NECL vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected NECL vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, nor shall the sanctioning body, for any mechanical failure not for any losses, injuries or death resulting from same.
4. All NECL Drivers shall be liable for his or her personal safety equipment. Such approved safety equipment pertaining to vehicle safety or driver equipment is highly recommended to prevent injury, bodily harm or loss of life due to the nature of the sport.

## **ECM CLAIMER RULE**

Any of the top five drivers from a prior points race wishing to claim the ECM from the prior winner of that previous race may do so at the Drivers Meeting at the next points race. A claim will be awarded to the request of that driver on the placement of his/her finish from the prior points race. When a claim has been awarded, the driver making claim must exchange his/her ECM with the other driver for that race Only. Drivers Must return ECM back to its original owner after completion of race, or before leaving Pits that day. If any ECM is not returned during this time, than the driver failing to return ECM will be required to pay \$100.00 to other driver. NO EXCEPTIONS OR EXCUSES!

## **1. BODY STYLES:**

A. 1928-1948 American-made production vehicles only. 5/8 scale two-door sedans, coupes, or pickup trucks. These are to be known as Classic Body Styles.

B. Modified appearing body styles such as IMCA or DIRT Modifieds are NOT ALLOWED.

## **2. BODY REQUIREMENTS AND SPECIFICATIONS:**

A. Body must be 5/8 scale, stock appearing. Maximum outside tire width 60". Cars must pass freely through a hoop 60 1/4" wide by 50" high. 73" wheelbase plus or minus 1".

1. Must have grill shell or simulated open radiator matching original body style, any material.
2. Doors, windows, and cowlings must retain stock appearance. Hood louvers allowed for cooling, but must maintain stock contours.
3. Engine compartment must conform to scale and match contour of body.
4. Must have closed trunk lid or fully enclosed trunk access panel conforming to original bodylines. Louvers allowed no holes.
5. No fenders.
6. No wings or spoilers.
7. Ram air induction system prohibited.

B. Body will be metal construction, 26 gauge steel or .040" aluminum minimum. Fiberglass or plastic grill shells allowed. All exposed edges must be folded or trimmed over. Legends cars may be allowed under local rules. No lips or spoilers of any kind.

C. NO open top cars (roadsters, convertibles). No panel trucks, station wagons, or specialty cars.

D. Dimensions:

1. NO car over 50" tall, top to ground. Body height maximum 42", bottom edge to top (including frame rail). Maximum outside tire width 60".
2. Maximum body width: 38" Maximum frame width 34"; min 30"
3. Body contour must be formed by frame and roll cage.
4. Frame ride height must not let car bottom out on track.

E. Drivers door must be operational and equipped with secure latch.

F. Fasteners on hood, trunk, or panels must be positive, locking type.

G. 124" maximum total length, bumper to bumper.

Effective 1/1/05 any car specifications not covered in these body specs are subject to NECL interpretation.

Any significant performance advantage will be addressed on an individual basis. NECL reserves the right to determine what constitutes an unfair advantage.

## **3. WEIGHT:**

1. All cars will weigh minimum 1240# with driver, after race. Empty car weight minimum 950#. (no ballast, no fuel)
2. No weight outside of car body, i.e. on nerf bars.

## **4. BUMPER DIMENSIONS:**

- A. Front maximum width 30". Bumper height 6" to 8" with 2-bar loop. Ground to top of bumper: 12" minimum, 16" maximum.
- B. Bumper may not extend more than 12" forward of front tires.
- C. Rear maximum width 56" with 3 vertical bars. Bumper height 6" to 8" with 2-bar loop. Ground to top of bumper: 12" minimum, 16" maximum. May not extend more than 6" behind rear body panels.
- D. Bumpers must be hollow with max wall thickness of .125

5. **FIREWALL** must be metal and must completely separate engine compartment from cockpit. Engine protruding into cockpit must be enclosed.

6. **WINDSHIELD** must be Lexan, wire mesh, or protection bars. Lexan highly recommended when running asphalt. No Glass.

7. **KICK-OUTS** must be minimum of 3-point mounted ahead of rear axle and should be full length nerf bars between front and rear tires. Maximum outside diameter of 1.25". Must be hollow. May not extend out beyond tread width more than 1" at the rear only.

8. **SEAT** to be of a high-backed aluminum, racing type. All cars will have a permanent bar located behind top of seat at shoulder level. Bottom of seat will not be more than 63" back measured from upper ball joint. Seat may be tilted back for added driver head clearance, however, no portion of the seat may be back more than 68" as measured above.

**9. NUMBERS AND GRAPHICS:**

- A. Car number must be minimum 12" in height and 2" stroke.
- B. Must be displayed on each door and roof or trunk.
- C. Numbers in 4" size should be on front and rear of car to help with line-ups.
- D. Single or Double Car Numbers Only. NO Letters before or after numbers.

**10. WHEELS AND TIRES:**

- A. Steel wheels only, minimum wall thickness .090", 13" only. Wheel width max. 8".
- B. Hoosier Racing Tires plated "UDRA or TUSA" mandatory at all NEDC events. (SUBJECT TO REVIEW).
- C. 45 durometer minimum before race for dirt and 50 durometer before the race for asphalt.

**11. ENGINE SPECIFICATIONS:**

**STOCK 2001 - 2003 Suzuki GSXR600 EFI motorcycle engines only. Carburetors prohibited.**

- 1. These engines must remain completely stock from the factory as removed from the bike.
- 2. No internal or external modifications allowed. Engines must retain stock bore, stroke, and compression. No over bores allowed.
- 3. Engine must retain stock cams and valves and pistons(OEM).
- 4. Stock Ignition only. Remapping of stock ignition ECM not allowed. Electronic engine components (i.e. Power Commanders etc..)will NOT be allowed.

**Note: Stock Ignition Modules MUST Be Easily Accessible and Removable From Car For Inspection and Or Swapping Purposes. ECM Claimer Rule In Effect As Explained In The General Racing Rules.**

- 5. ALL ECM'S MUST BE EITHER ENGRAVED OR PAINT STICK CAR NUMBER FOR IDENTIFICATION PURPOSES.
- 6. No modifications to transmission allowed at this time. Aftermarket clutches ARE allowed.
- 7. Must have working transmission, clutch, and starter with all parts in place. Complete Clutch assembly must remain in engine. External reverser boxes allowed. No air controlled shifting devices.
- 8. Charging system optional. Battery powered ignition system only.
- 9. NO auxiliary starters.
- 10. Engines must be front mounted in engine compartment.

11. Engine setback: The "square of the engine" (rear fins of the jugs) may not extend rearward more than 17" from the center of front axle. No part of the engine or transmission may extend rearward more than 21 inches from center of front axle.
12. No aftermarket fuel injection (factory OEM only), no turbos. No nitro, or nitrous oxide.
13. Engine must be cooled by original intent. May use extra fan or oil cooler. Engine lubrication open.
14. 2001 to 2003 engines MUST use factory stock EFI.
15. No aftermarket cylinder heads.
16. No porting, grinding, polishing or changing stock configuration of intake or exhaust ports. Casting parting lines must be visible upon inspection. Intake port area may NOT be altered to match intake boot.
17. EFI boot must fasten directly to head in the stock intake port location.
18. Header must attach directly to head in stock exhaust port location.
19. Oiling system optional.
20. No increasing or decreasing of motor stock stroke in any way.
21. Engine exhaust MUST include a Stock Automotive Type Turbo Muffler i.e. ARVIN TURBO Muffler - Tire Warehouse part #16804 (2") or #16806 (2 ½"). NO After Market Automotive Racing Mufflers. Stock or Racing Motorcycle Mufflers NOT ALLOWED. Turbo mufflers are to remain STOCK and completely UNMODIFIED and exit on side of the car with a 85 degree downspout turned at a 45 degree angle at its exit from muffler and turned to inside of track.
22. Maximum cylinder cranking compression allowed by manufacturer for this engine per cylinder average of 4 cylinders, measured with a Snap-On compression gauge, part number EEPV303A, with adapters EEPV304A, EEPV306A or MT26J200, after ten (10) revolutions of cranking, 15-45 minutes following feature event if voted on will be a maximum of 213 lbs. This will be performed at tech inspection or by majority vote at any time car owners feel it is necessary.
23. Fuel Injection Bodies must be removed before checking compression. Intake ports can be checked at this time also.
24. Oil Pan Modifications due to height restrictions only, is permissible. Baffles, scrapers or any internal modifications to oil pan is prohibited.
25. Recommend stock air box but aftermarket air boxes and air filters allowed.

## **12. BATTERY, FUEL SYSTEM:**

- A. Battery and fuel pump must be mounted outside driver compartment. Battery must be secure and held with non-rubber strap.
- B. Electric fuel pump allowed. It is HIGHLY RECOMMENDED that car should have a master electrical switch, clearly located and marked.
- C. Fuel cell mandatory, maximum 5 gallons, located in trunk.
- D. GASOLINE ONLY, according to local preference. No fuel Additives allowed. NO ALCOHOL ALLOWED.
- E. Steel reinforced or steel braided line HIGHLY RECOMMENDED to be used in all high pressure areas.
- F. A direct manual cut off switch is HIGHLY RECOMMENDED and should be installed on the right rear deck of the Classic Modified.

## **13. DRIVE TRAIN:**

- A. Must use steel drive shaft from transmission to automotive rear end. Minimum 2.50" x .083" or 2" x .120".
- B. Quick change rear ends NOT allowed.
- C. Drive shaft tunnel must have minimum of 2 (3 HIGHLY RECOMMENDED) 360degree hoops between firewall and seat back. Must be fabricated of a minimum .1875" X 1.5" steel bar. 1" X .095" steel tube HIGHLY RECOMMENDED.
- D. Rear End must be locked or have a solid spool.

#### **14. FRAME AND ROLL CAGE:**

- A. Main frame members will be minimum of 1" X 2" x .120" wall rectangular steel tubing only. Main frame rail consist of the length between the front lower A arm cross member and the rear main roll bar upright.
- B. No aluminum allowed in cage or frame.
- C. Main frames will have a minimum of 3 cross members between firewall and back of seat fabricated of same material as frame rails. Alternate material may be steel angle, min. .125" X 1.5" X 2". Cross bracing in floor under driver strongly recommended.
- D. Rear frame rails at rear roll bar must be 34" max and 30" minimum outside dimension.
- E. Rear roll bar must meet same dimension as the frame it is mounted to.
- F. Frame may taper forward of driver seat area. Front engine area frame width must be 24: max and 20" min outside dimension. Left and right frame rails must be identical.
- G. Roll cage must be DOM steel minimum 1.25" x .083" (.095recommended) in all cars manufactured from 12/98 on. Clubs may grandfather older cars with 1" x .065" tubing Cross-brace or diagonal strongly recommended in hoop over driver's head.
- H. All cars must have cage bars installed across door openings on both sides. Bars should be welded in place as part of roll cage. Minimum size 1" x .065". (1.25" x .095" recommended) Cars with bars mounted on doors should have full door frame and minimum of 2 horizontal cross bars. Minimum 1" x .083". Cars with bats mounted on doors must have 1/4" x 2" steel stops welded in on each side of opening, totaling a minimum of 4" on each end of door.
- I. It is required to have a steel bar with a minimum size of 1" X .065" from door post to door post, under the dash. Steel plate on driver's door bars recommended.
- J. It is recommended that, if using rivets, body panels attach to tabs welded onto cage instead of drilling multiple holes into cage bars.
- K. No down tube frame cars allowed. Any bars going from cowl area to snout must remain below the upper line of hood.
- L. Classic Lite Pickups may have two (2) bars going from upper rear roll cage down to rear clip.

#### **15. SUSPENSION:**

- A. Front suspension must not extend rearward past the most forward panel of the firewall. May be hidden under frame rail, out of view from either side.
- B. Rear trailing arm/radius rod specifications:
  - 1. Arms may have a maximum length of 30".
  - 2. Torque-absorbing devices are permitted.
- C. Wheel offsets are allowed.
- D. Hub offsets are NOT allowed. Hubs must be within 1/2" distance from main frame rail on either side of car, measured from center of rotor to vertical plane of frame rail.
- E. Coil-over shocks are the only allowable means of supporting the chassis. One shock and spring per wheel only.
- F. Shocks must be of all-steel construction, non-adjustable type. May not be of a type that allows disassembly. (older cars grandfathered Lind blats)
- G. No driver shall have the ability to adjust suspension from inside car.
- H. Straight front axles are prohibited. Local clubs may grandfather existing cars for competition.
- I. No leaf springs or torsion bars allowed.
- J. No birdcage type rear linkage.
- K. Anti-roll (sway) bars permitted front or rear.

**16. STEERING:**

- A. All steering components must have safety fasteners such as cotter pins or self-locking nuts.
- B. Manufactured quick-release steering wheel hubs mandatory.
- C. Rack and pinion steering is recommended.

**17. BRAKES:**

- A. All four wheels must have working calipers and rotors.
  - 1. Drum Brake systems Allowed
- B. Rotors and calipers:
  - 1. Steel rotors mandatory, .250 minimum thickness with no aluminum hats.
  - 2. Steel OEM calipers or aluminum calipers.
- C. Adjustable brake bias allowed.
- D. Competition-type master cylinders allowed.

**18. SAFETY EQUIPMENT:**

- 1. All safety equipment is HIGHLY RECOMMENDED. At the discretion of NECL, any driver with questionable safety equipment will not be allowed to compete until questionable safety equipment has been restored to proper safety levels.
  - A. Fire Extinguisher or Fire Bottle system.
  - B. Driver uniform. To consist of:
    - Fire suit (single layer minimum, one or two-piece).
    - Fireproof gloves.
    - Leather or fireproof shoes.
    - Approved helmet with Snell 90 or higher. Full-face helmet highly recommended if using wire-mesh windscreen.
    - Neck collar.
  - C. Car to be equipped with a 5-point safety harness, highly recommended to replace every 3 years, with minimum of 3 inch belts.
  - D. Aluminum, high-backed racing seat highly recommended.
  - E. Window nets, arm restraints and head & neck restraints highly recommended.

19. NO two-way radios. One-way communication from officials only is allowed.

20. NO mirrors allowed.

**DRIVER QUALIFICATIONS:**

- A. All drivers must be minimum of sixteen (16) years of age. All drivers under 18 years of age MUST have a signed waiver by parent or guardian.
- B. A new driver never have competing in a Classic Lite Event will be know as a Rookie, and for at least two races (per discretion of the NECL) have a Rookie Flag attached to their rear bumper. A Rookie Driver must also start at the rear of the field with NO position advancement for at least two events (per discretion of the NECL)

**GENERAL REGULATIONS:**

- A. No intoxicating spirits or controlled substances are to be consumed before or during race events by anyone entering the pit area of tracks.
- B. NECL reserves the right to reject or allow entry of any driver or car.
- C. Abuse or confrontation of any racetrack or NECL Car owner and/or use of abusive language is strictly prohibited. FAILURE TO ABIDE BY THIS RULE MAY RESULT IN SUSPENSION, LOSS OF POINTS, WINNINGS, RECORDS, AND/OR CASH FINE.
- D. Any disputes involving qualifying times, lap scoring, finishing Position is under the jurisdiction of the hosting track officials. Winnings, points, or rules interpretations will be addressed by NECL Car Owners. Any disputes or discussions of this nature are to be held with NECL Car Owners only.

E. A Rough Riding Infraction can be determined by the participating track of that event. If a rough riding infraction occurs then the following penalty or penalties will result:

**First Offense** - That Driver or Drivers will start at the rear for heat and feature at following point race.

**Second Offense** - That Driver or Drivers will start at the rear for heat and feature with NO Points at following points race.

**Third Offense** - That Driver or Drivers will be suspended from the next points race.

F. THE DRIVER ASSUMES RESPONSIBILITIES FOR THE ACTIONS OF THEIR PIT CREW AND GUESTS.

G. Drivers, owners, and/or crew shall have no claims or actions of any kind against or cause of action for damages of any kind, expenses, or otherwise against NECL, any track owner, promoter, or official by reason of disqualification or damage to either car, driver, or both. This regulation shall be deemed a covenant not to sue made by each driver, owner, and/or crew member to NECL, any track owner, promoter, or official with respect to any alleged act or omission or agreement by any of them.

H. Any car may be inspected by NECL Car Owners (by majority vote) or track officials at any time for safety, mechanical, or rules compliance.

I. ANY RULES OR REGULATIONS NOT COVERED IN THIS BOOKLET WILL BE DETERMINED ON A TIMELY BASIS BY NECL AND THE DECISION IS FINAL.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish the minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have accepted and complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS. They are intended solely as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. Any interpretation or deviation of these rules is left to the discretion of NECL Car Owners and the decision is final. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION OF SPECIFICATIONS. MOTOR RACING IS A DANGEROUS SPORT AND MAY RESULT IN INJURY, BODILY HARM, OR DEATH.