



200 Silvertown Road
Jonestown PA 17038
717-865-5330

2023 CHARGER CAR SPECIFICATIONS

ANY FOUR CYLINDER PISTON TYPE ENGINE REAR WHEEL DRIVE CAR

NO CONVERTIBLES, PICKUPS, FOUR WHEEL DRIVES OR JEEP TYPE VEHICLES

2300LBS MINIMUM WEIGHT WITH DRIVER

STOCK WHEEL BASE

BATTERY: Battery must be removed to the inside of vehicle and located behind the driver or passenger compartment

Battery must be cover or in spill proof box, metal hold down for battery is **MANDATORY**

BODY: Factory or after-market bodies are permitted

Factory roof **MANDATORY**

Lexan is allowed for rear side windows only

After-market nose and tail pieces allowed

All glass and lights must be removed

All doors must be welded or bolted

Rear bumper covers are **MANDATORY** on stock body cars

Sheet metal bodies (ex. Late model style) flat paneled, no rear bumper cover required

No reinforced bumpers allowed

Tubular or maximum 2x3 box tubing bumpers permitted

No fiberglass or plexiglass allowed anywhere on car

Hood can be modified for air cleaner in or out of hood, air cleaner scoops are allowed (14 inch x 5 inch maximum diameter, cannot stick out of hood more than 2 inches)

Rear spoilers allowed, maximum 6 inches, **NO SIDE PANELS**

Tow chains or straps are **MANDATORY** for front and rear for wrecker hook up

Rear bumpers maybe tied to unibody; late model body cars must have rear bumpers looped back into the chassis

Rub rails allowed internal or external, external rub rails must be tight against the body and the ends must be turned in-no sharp edges, no lead filled, no aluminum, no guardrails

BRAKES: Brakes must be in good working order at all times

3-wheel or 4-wheel brake system are allowed; shut off valve for 3-wheel system must be in engine bay

Any stock style brake system allowed

CHASSIS: Unibody structure maybe tied together

Front stock clip maybe removed and replaced with a maximum 2x2 box frame structure

Fabricated radiator supports allowed

Stock front clips may be reinforced and modify radiator supports

2 x2 or rollbar tubing is highly recommended between front frame horns to protect radiator

Trunk floor maybe removed to install fuel cell

Roll cage - Must extend three (3) inches above driver's head or at a safe distance

Tubing must be minimum 1 ½ inch welded or non-welded seam

Must be securely welded to a minimum of a 2x2 box frame or 6x6 flat steel plate; NO bolting of the cage permitted

Must consist of a minimum eight (8) point structure (four connecting points in the driver's compartment to chassis, minimum, two connecting points in the engine bay and trunk area, minimum)

Driver's side door must have minimum four (4) vertical door bars

Passenger door must have minimum two (2) vertical door bars

Box tubing, rear of driver, attached to cage permitted

Extra roll cage bars are permitted for driver's safety

ENGINE: 2.3 Ford 2.5 Chevy 2.5 Chrysler

1994 and newer Mustang allowed, must use 2.3 engine

Steel or rubber engine mounts permitted

Engine will not exceed .60 overbore

Factory Ford crank must be used

Rod option 1 - Stock Ford connecting rods maybe bushed for wrist pin (may upgrade connecting rod hardware)

Rod option 2 – Crower sportsman 5.2 connecting rods in stock form from manufacture

(Must have manufacture markings and product code)

Carburetor - Holley 500 CFM 4412, must pass all technical gauges

Must have choke horn

No fuel injection of any kind

Cylinder Head – Hydraulic cylinder head only

Maximum cam lift .480

No roller rockers

No porting or polishing cylinder heads (this includes gasket matching intake manifold)

Any single valve spring with or without dampener

Factory size valves only

Intake valve must pass magnetic test

Cam towers may be repaired, this includes full replacement of a tower

No head will have every tower strapped; two (2) cam tower repaired maximum

Any adjustable cam sprockets allowed

Distributor - Any stock appearing distributor allowed

NO MSD boxes

Any ignition coil permitted

Must be 12 volt system

- Exhaust -** Any factory manifold or factory header allowed
Aftermarket headers permitted, under car or through firewall
No tri-Y headers or long tube headers permitted
Any header or exhaust run through cockpit must be fully enclosed from front firewall to rear floor and must pass safety inspection (you may be required to make adjustments)
- Fuel Pump -** Any mechanical pump permitted
Electric fuel pumps are permitted, must be mounted near fuel tank and mounted to low pressure oil safety sensor
- Intake -** Any Ford intake manifold is permitted
Offenhauser carbureted intake permitted
Factory Ford carbureted intake manifold or Offenhauser can add up to two, 1 inch carburetor adaptor to intake manifold
Fuel injection manifold may be used in stock form only (plugged injector holes allowed)
One (1) carbureted to fuel injection ½ inch adaptor plate will be used with one (1), maximum 1 inch carburetor spacer only

FUEL: No racing fuel of any kind. Pump gas only – 94 octane maximum

Fuel testing may be done at the discretion of the track tech inspector. Any fuel in questions after initial test may be further analyzed by an outside lab. Your payoff will be held until the results of the testing are final. If fuel is found to be legal, you will be paid at the next event. If fuel is found to be illegal, you will forfeit all monies earned for that even and lose all accumulated points for the season. You will be required to pay a fine that will be equal to the cost of the fuel analysis (approximately \$200.00) before driver returns to competition.

FUEL CELL: Fuel cell is **MANDATORY**

Must be securely mounted behind the driver's compartment

Fuel cell mounts must be mounted to cage construction

No fuel cell mounts mounted to unibody permitted

If a plastic fuel cell is used, it must be completely enclosed in metal or separated from driver's area with a firewall

Fuel line must be braided fuel line (this includes the black rubber fuel line with internal braided reinforcement), free of dry cracks and secured properly from fuel cell to carburetor

Fuel shut off is mandatory and must be in reach of driver or track personal

- INTERIOR:** All interior glass must be removed
- All flammable parts must be removed
- Factory floor pan, firewall and rear wheel wells must be retained (Pintos may have homemade wheel wells)
- Built up interiors permitted, passenger side decking must be dzus buttons only, no pop rivets
- No mirrors
- No holes in any firewall
- Driver's windshield area must have minimum of three (3) bars to protect driver. Windshield screen is recommended
- REARENDS:** Stock rearend housing, Ford in Ford
- NO 9 inch
- Rears may have spider gears welding
- No spools of any kind permitted
- SAFETY:** Approved fire suits are required, free from holes, loose threads, etc.
- Racing gloves **MANATORY** at all times (including warmups)
- Window nets or arm restraints are **MANATORY**
- SA 2015 Helmet or newer
- Full face auto racing helmets only (no motorcycle helmets permitted)
- Neck brace collar or Hans device **MANATORY**
- 5-point racing harness required, date on belts must be within 5 years of current racing year
- Belts must be mounted to the cage (NOT mounted to the body of the car)
- Aluminum only racing seat, high back with head rest (full containment seat recommended)
- Racing seat must be securely attached to the roll cage with four (4), 3/8 minimum grade 5 bolts (example, 2 bolts in bottom of seat, 2 in back of seat)
- Fire extinguisher option in racecar
- Minimum One (1) Fire extinguisher **MANDATORY** per trailer

SUSPENSION: Racing springs permitted on front and/or rear

Coil spring spacers permitted

Adjustable front coil spring cup allowed

Any non-adjustable struts

Steel body rear shocks only (NO aluminum or adjustable)

No coil over suspension

Rear trailing arms can be boxed tubing or round tubing after market, must be factory length

Upper trailing arms can be adjusted for pinon angle (adjustable uppers permitted)

Leaf Spring Cars - Racing leaf springs allowed

No mono leaf allowed; must be steel

Rear shackle mounts will be no longer than 6 inches, in total length on each side

No sliders or bearing fixed mounts

No adjustable blocks on leaf/rears

Rear must be square to chassis

TIRES/WHEELS: Tires must be stock DOT passenger car tires only (NO snow tires, NO DOT racing tires)

Grinding, grooving, sipping permitted

Steel racing wheels ONLY

7-inch-wide or 8-inch-wide wheels

Rim size diameter maximum 15" wheel

Passenger side beadlocks permitted (BEADLOCK ONLY ON PASSENGER SIDE OF CAR)

May reinforce any non-beadlock wheel with flat stock or round stock around wheel lip

Minimum 50 series tires

Innertubes recommended in non-beadlock wheels

No filling of tires with ANYTHING except air

No tire doping

Minimum tire durometer 55, cold

TRANSMISSION:

Stock transmission, ALL forward working gears, must have working reverse

Steel or rubber transmission mounts permitted

Clutches- Steel flywheel only

Any clutch disc

Any stock appearing pressure plate

Mechanical or hydraulic clutch permitted

NO triple disc clutches, NO ram couplers, NO aluminum

Must pass scope technical inspection

ANYTHING NOT COVERED IN THESE SPECIFICATIONS WILL BE TO THE DISCRETION OF THE TRACK TECHNICAL PERSONNEL WITHOUT RECOURSE FROM ANY DRIVER OR OWNER. ALL SPECIFICATIONS ARE SUBJECT TO REVISION AT ANYTIME. THESE RULES CAN BE CHANGED WITHOUT NOTICE AT ANYTIME DURING THE RACING SEASON.

ANY QUESTIONS REGARDING RULES SHOULD BE DIRECTED TO JASEN GEESAMAN 717-673-1169