



**Bank of Holland Chargers
2017 Technical Rules:**

1. COMPETING MODELS

- A. 1970-1989 American made production cars, rear wheel drive only.
- B. 108" minimum AMA wheelbase allowed.
- C. Weight: **3200 lbs minimum overall weight. 54% left side weight with driver at completion of race.**
No adding of gas, oil, water, or any fluids.
- D. Track width, maximum 73" measured at edge of wheel with 110" wheelbase and maximum 71" track width with minimum 108" wheelbase measured to edge of wheel.
- E. No Mustangs, Firebirds, Camaros, Corvettes or similar type cars.

2. BODY

- A. Body must remain absolutely stock appearing, at the discretion of tech.
- B. Rear hoops allowed. Must run parallel to rear frame. Maximum of two (2) vertical supports permitted.
- C. All glass except windshield must be removed.
- D. All chrome molding; brass or plastic components and ornaments not integral part of the body must be removed.
- E. All door handles, tail lamp and headlight openings must be filled in with replacement tin or aluminum panels.
- F. Passenger door must be welded shut.
- G. Car interior must be stripped of all flammable material.
- H. **Stock firewall must remain in stock location, or 20 gauge steel and remain in stock location.**
Alterations are subject to view and acceptance by NASCAR Tech Officials.
- I. Minimum 20 gauge steel rear firewall and top shelf closing off trunk compartment. No cockpitting.
- J. All floors must be completely stock or steel 20 gauge with no holes. If using steel 20 gauge, floor must appear stock and accepted by Holland NASCAR Tech official.
- K. Stock bumpers and tail pieces may be replaced but must be located in stock location for year, make and model of car. Height of front bumper is no lower than 6 inches measured from bottom of bumper to ground. No aluminum bodies.
- L. Original support of trunk and hood may be removed. May use fiberglass hood. All hoods must be sealed against windshield or cowl.
- M. Only positive fastener hood pins permitted with 1/2" minimum. No nuts or wingnuts.
Hood springs may be used. Positive fastener hood pins recommended for trunk.
- N. Trunk floor may be retained.
- O. Rear spoilers allowed with no vertical or horizontal bracing. Only bracing is to be mounting point. Maximum size 5" x 60" mounted in the center of the rear trunk.
- P. Any part of the body may not extend below the ride height. **Front Bumper / Nose height 6". No aluminum bodies.**

3. BRACING

- A. Full roll cage required.
- B. Each roll bar must have brace running rearward from top of roll cage at approximate 45-degree angle welded to frame or footplate. It may not extend past rear axle.
- C. Sufficient padding in driver compartment required.
- D. Front hoop allowed. Maximum two vertical supports. No other bars may extend through firewall. Original radiator support may be removed. Nee supports must be acceptable by Holland NASCAR Official.
- E. No other bracing permitted in front of firewall.
- F. **X-ing of the frame permitted. Frame may be boxed (mid-section)**

4. FRAME

Must be completely stock for year, make and model of car with body secured on stock locations. No Johnson City front clips.

Front clips must remain stock and all control points in stock location.

5. ENGINE OPTION: 9.5 to 1 Motor

- A. Maximum engine displacement as follows:
 - aa. GENERAL MOTORS 350 cu. inches
 - bb. FORD 351 cu. inches
 - cc. MOPAR, AMERICAN MOTORS 360 cu. inches
- B. Stock stroke and bore with maximum .045 inch absolute overbore allowed in each cylinder. No tolerance. No aluminum block.
- C. Only two-barrel engines allowed. Maximum compression: 9.5 to 1 ratio. **Pistons must be flattop OEM style cast type with 2 or 4 valve reliefs. Racing oil pan permitted, must be made of steel. Canton Part#11-20 and pan alike permitted.** No lightweight racing pistons allowed. No vortex heads.
- D. All components must be factory installed and stock for 2-barrel engine.
- E. No air boxes allowed. Listed below are the only eligible intake manifolds. Manifolds must remain strictly as manufactured, absolutely no modifications of any kind permitted. The manifold is identified by the term "perform" to the rear carburetor and the term Edelbrock 2101 to the front of the carburetor. Only intakes with these terms are permitted in competition. Approved manufacturer's identification in the form of cast-in part numbers must remain unaltered on the manifold. Manifolds must not be painted, coated or have any kind of insulating material attached in any way. Only one standard flat gasket, a maximum of .075 inch, may be used between the cylinder head and the intake manifold. A track supplied intake manifold must fit engine complete with stock gaskets. Track reserves the right to exchange any intake manifold with any competitor at any time either from competitor to competitor or from track to competitor. Failure to comply will result in immediate disqualification. All part numbers are current design manifolds with the same part number are not permitted.
 - aa. Chevrolet - #2101 manufactured in 1986 to present.
 - bb. Chrysler - Mopar – Part #P4529295, #P5249572, casting #8015. Weiand - Part # 8015. NOTE: On the Chrysler Weiand, part #8015, and Chrysler, part #P4529295 casting #8015 manifolds, it is permissible to weld a maximum of ½ inch from the bolt on the flange surface up into the intake port to match the W-2 port design. Ports may be welded only. Grinding or polishing is not permitted.
 - cc. Ford N351 - Must use Ford Performer intake manifold, part number M-9424-C358.
- F. The only approved carburetor adapter plate is an unaltered Moroso aluminum adapter part number 64966. One paper gasket on each side of adapter plate with maximum thickness of .065 inches permitted.

G. Unaltered 350CFM Holley Carburetor Mandatory Part #0-7448 or #0-80787-1 only permitted. Carburetor must be manufactured by Holley. Choke plate may be removed.

H. Engine must be in stock location. **Crankshaft centerline must be 14 inches minimum from ground with Driver, and centerline between frame rails.**

I. Engine and transmission combination must be within chassis.

J. Only stock ignition permitted, car must have working self-starter. No battery within driver's compartment.

K. Hydraulic camshaft permitted with maximum .450 lift. Unaltered OEM hydraulic lifters permitted. Maximum cam lobe lift of .300 for General Motors and .294 for Ford and Chrysler. Stud mounted roller rockers permitted. No shaft mounting permitted. Maximum \$200 retail price. Roller rockers permitted with maximum \$200 list price. Violation will result in permanent confiscation in addition to other penalties.

L. Only OEM rocker ratio permitted with a maximum of 1.50 to 1 ratio for all General Motors engines and 1.60 to 1 ratio for Ford and Chrysler.

M. Cylinder heads must be stock cast iron production only limited to 2 valves per cylinder. Intake valve 11/32 stem all the way to the head. No undercut with a head diameter of 1.940 exhaust valve 11/32 stem all the way to the head. No undercut, with a head diameter of 1.500 except for Ford and Mopar that can run head diameter of 1.600 on exhaust only. No titanium valves, springs, retainers. Valve springs both intake and exhaust may not measure any larger O.D. than 1.250, only steel springs permitted. Valve springs must maintain diameter top to bottom. No port match matching or flow work is permitted. No grinding, polishing, acid dipping or filling will be permitted any place in the port or bowl area.

N. The valve job will consist of only 3 angles to the seat no radius cutting. The valves are to have only 1 angle. No angle cutting of the head to block muting surface. Chevrolet intake ports or runners are to be no larger than 161cc. Chevrolet exhaust ports or runners are to be no larger than 65cc

O. The head bolt holes cannot be offset or drilled for the purpose of moving the head in any direction.

P. A maximum of three (3) angle valve jobs are permitted. All cutting in reference to the valve job must be centered off the centerline of the valve guide. No radius cuts permitted. Upon completion of the valve job, the bowl must remain unaltered with the same shape and surface finish as supplied from the O.E.M. manufacturer. Surfaces and/or edges where the seat cutter has touched must not be blended radiused or polished. No hand grinding, polishing or acid dipping permitted on any part of the head. All valves must be identical in appearance and constructed as an O.E.M. type valve. No air directional devices permitted on any valve surface.

Q. Stock valves with maximum 1.94 intake and 1.5 exhaust except for 1.6 exhaust for Ford and Mopar engines.

R. Rocker studs and guide plates allowed.

S. Two (2) 1" inspection plugs required in oil pan. The first to be in the side of the pan, inline of and with a clear view of a connecting rod. The second to be in the front of the pan to give a clear view of the crankshaft counterweight. Failure to have either inspection plug will require the removal of the oil pan for inspection. No exception allowed.

T. Only one radiator permitted.

U. Only one OEM electric, or engine driven fan permitted.

V. No coating or thermal wrap permitted.

W. No vortex style- center bolt valve cover heads.

X. After market pulley systems allowed. Maximum retail price of \$230.

Y. Stock firing order for engine must be used.

Z. Crank shaft dampners: unaltered stock dampners and fluid dampners allowed. No aluminum dampners allowed.

AA. Stock water pump, no aluminum permitted.

6. CRATE ENGINE OPTION

The goal of the crate motor program is to continue to reduce the cost of the motors and facilitate equitable competition. All rules are subject to change without notice.

A. Unaltered and sealed GM crate engine P/N#88958602 or P.N 19258602. Any crate engines that are inspected and are altered or missing GM sealed bolts will be disqualified and suspended for one year and fine \$1,500 dollars.

B. Track Officials reserve the right to impound, inspect, replace, and/or have an independent engine builder inspect and test any competitors crate engine at any time.

C. Any team found to have altered and/or tampered and/or removed with any engine seal(s) will be subject to IMMEDIATE disqualification from the event, loss of all points and monies, suspension and/or other penalties issued from Track Management and Track Officials. Any seals that in the judgment of the Track Manager and/or Track Officials have been tampered with and/or altered will result in the engine being declared ineligible for competition. Track Officials may impound the ineligible engine for further inspection and/or return it to an Authorized Crate Engine Dealer, at the expense of the team, for engine re-certification. If, at the conclusion of testing, the engine been declared altered, modified or tampered with, the offending team(s) will be subject to disqualification from the event, loss of all points and monies, fines, suspensions, confiscation of the engine, an indefinite suspension and/or additional fines and penalties as deemed appropriate by the Track Manager and Track Officials.

D. All work or repairs must be done and approved by Certified Engine Re-Builder, Jan-Cen Motorsports.

E. Must use the same carburetor rules as the custom built engines

F. 25 pound weight break will be given to anyone running a crate engine. Track Officials may alter this at any time. Weight break will be on overall weight.

G. Rev module #MSD 8728 must be used set at a max 6300 RPM.

H. Rev Module #PN8728 must be mounted on the dashboard to the right and out of reach of the driver. The wiring must be visible and wired according to the diagram (see attached). No switching device allowed in wiring for the module.

7. TRANSMISSION

A. 9.5 to 1 option

aa. Only stock type automatic transmission with stock components permitted. Example, a power glide may be used in later model.

bb. Stock torque converter must be used.

cc. No lock up torque converters. No electronic components permitted.

8. REAR AXLE

A. Only stock components may be used throughout rear axle assembly.

B. No locked rear end or limited rear end permitted. When car accelerates, only one rear wheel may turn.

C. Steel drive shafts only.

9. EXHAUST MANIFOLD AND SYSTEM

9.5 to 1 option:

A. Exhaust pipes must extend under the car and exit behind driver and outside of sheet metal. Pipes may

not touch.

B. No inverting of manifolds.

C. Complete and unaltered muffling system mandatory. Only Hooker Muffler #H1K 21008 and Dynamax Thrush Muffler #17715, #17696, Extreme Technology part # 1014-2525, Summit part # MOR-94050, Schonfeld Muffler part #83030 allowed. Mufflers must be mounted with inlet and outlet in the proper direction and be removable for inspection.

D. HEADERS: must have bolt on flange only. Max 1 5/8-inch tubes. Max 3-inch straight collector only. **One H Pipe permitted. No X pipe. No Y Pipe. No merge collector.** Right side will remain independent from left side. Only headers allowed: Headman- #68600. Dynamax and Blackjack- #85121. Flow Tech- #11104FL, and Schoenfeld #649-185.

10. SUSPENSION

A. Suspension must be strictly stock, including stock location, including rear spring pockets. Racing springs permitted. Jack bolts are allowed in rear and front in the 9.5 to 1 motor option only.

B. No alterations of existing suspension; cross member spread and upper control arm mounting area will be checked with a tram bar and must be within factory specifications. After market upper A frame permitted. Upper control arms may be tubular magnetic steel only. Must use stock mount, non adjustable. Bolt or screw in ball joint only. No heim ends.

C. Aftermarket trailing arms allowed with the following restrictions: the only complete trailing arm assembly including bushing is Speedway Motors part # 916-34057 and the only trailing arm without bushing is Speedway Motors part # 916-34055.

D. No additions to suspension permitted.

E. Only one stock type shock absorber per wheel permitted. Mounting position of rear shock may be moved for clearance.

F. Car must be level from side to side and front to rear.

G. Minimum of 6" ground clearance at lowest point of frame rail with driver in the car.

H. Maximum 7 degrees camber with driver in the car.

11. RADIATORS

A. Aluminum radiators allowed, single pass only.

B. No anti-freeze or glycol allowed, water only.

12. BRAKES

A. **Adjustable brake bias valve permitted, out of reach of Driver under the hood by the master cylinder. No aluminum brake calipers.**

B. Lightening of braking plates, brake drums and/or brake shoes by cutting or trimming metal is not permitted.

C. All other components must be stock for year, make, and model.

D. The only exception to above is the Willwood Dual Master Cylinder part # WIL-260-3378.

13. WHEELS AND TIRES

A. 7" steel wheel.

B. Both front wheels must be reinforced.

C. Tires: Towel City

D. Maximum 1" total wheel offset side to side.

E. Tire may not be altered in any way.

F. Bleeder valves will not be permitted.

G. Safety hubs may be used on the right front only.

14. TIRE RULE

A. Inventory: Maximum 12 tires inventory for the season.

B. Identification: Identify number assigned by track and register with Tech Officials.

C. Practice: Competitor may have tires used exclusively for the purpose of practice, but not in competition.

D. Replacement Tires: tire destroyed in competition may be replaced in inventory, subject to approval by Tech Official.

E. Multiple Cars: Car assigned maximum tire inventory. Cannot be interchanged between team cars. Tires only assigned to one car, limited to car 12 tire inventory.

F. Disqualification:

aa. Competition tires not registered in inventory

bb. Altering, duplicating or circumventing intent of rule.

15. WEIGHT

No weight mounted outside of frame rail. No lower than the bottom of the frame rails at point of mounting.

16. FUEL

Regular and standard motor vehicle pump gasoline maximum 93 octane with no additives or mixing.

17. DRIVER

A. Charger driver currently in the top five may compete only in a Charger and may not compete in any lower division.

B. Seat Height - Drivers must have good vision over hood subject to approval of Officials.

Getzoni Nationwide Insurance Chargers—Diagram for Rev Module

