



2019 BLUE RIDGE MOTORSPORTS PARK RULEBOOK – HOBBY / 602

The 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 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 director shall be empowered to permit reasonable and appropriate deviation from any of the specification herein or impose any further restrictions that in his/her opinion does 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 officials, their decision is final.

DELAWARE DOUBLE-FILE RESTARTS PROCEDURE

- Once a caution is thrown, cars must slow down. Field will be put into correct running order in a single-file line. All cars one lap down to the leader will be placed at the rear of the single-file line.
- Once the correct running order is established, field will be placed in "Delaware Double-File Restart" order.
- The leader of the race will be placed alone in the front row of the field. Second place car must signal and make choice of either inside or outside of row number two. Rest of the field will line up accordingly, double-file style.
 - Example: Second place driver chooses outside. Third place goes inside of second place; fourth place goes outside of row three, fifth place goes inside, etc...
 - Example: Second place driver chooses inside. Third place goes outside of second place car in row 2. Fourth place goes inside of row 3, fifth place goes outside, etc.

WEIGHT

- 2,400 lb. anytime GM 602 crate engine Clip Car (12" spoiler permitted).
- 2,600 lb. anytime 362 or less Cubic inch (12" spoiler permitted).
- 2,800 lb. anytime 363 or more Cubic inch (12" spoiler permitted).
- 2,400 lb. anytime GM 602 tube chassis car (8" spoiler).
- All cars must have specific weight posted on top LEFT side of roof.
- Must weigh as posted at any time.
- All weight must be bolted on with two bolts and painted white with car # on the weight.

- Track reserves the right to adjust weights in interest of competition should it deem necessary.

BODY

- Steel, aluminum or fiberglass bodies allowed.
- Nose panel and roof must match.
- Rear can be enclosed (optional)
- Deck width of car may be no wider than 72"
- Tubular bumpers allowed.
- Twelve (12) inch spoiler with matching side braces allowed.
- Rear spoiler is not permitted to be suspended above the deck to create a wing effect.
- Rear spoiler begins where the quarter panels end. No extended decks.
- Total amount of rear spoiler material used must not exceed 12" height (measured from deck to tip of material).

FRAME & RAILS

- Stock frame rails. Body does not have to match frame.
- Tying frame rails together, reinforcing or X bracing permitted.
- Weight jack area may be altered. Buckets, plates, etc.
- Frame or frame rails may be replaced from snout, (must be stock automotive snout) to the rear of car with a minimum of 2"x2" square material or 1.75" round minimum and must be at least .090-wall thickness.
- A stock snout must have a minimum of 22" of stock snout (OEM) frame. Any less will result in 50 lb. weight penalty.
- **WARNING:** Technical Inspector must approve all cars with replaced frame or frame rails. Remember this is NOT late model or limited/crate, so don't build a late model or limited/crate car.

FRONT SUSPENSION AND STEERING

- Tubular upper control arms and mounts permitted.
- OEM Lower control arms for make and model required (lengthening permitted). After-market bushings permitted (no after-market lowers permitted).
- OEM or safety spindles and hubs permitted.
- 5" minimum O.D. on coil springs.
- Weight jacks permitted.
- Any type of steering permitted.
- Outer tie rod ends and any tie rod sleeves permitted.

SHOCKS:

- Racing shocks permitted, one shock per wheel.
- No adjustable shocks permitted.
- No canister shocks permitted.
- No Schrader valves.

REAR SUSPENSION – Leaf Spring Cars

- Slide boxes on leaf cars permitted.
- No coil over or coil springs permitted.

- Upper link, rubber bushing torque link or spring-loaded type upper link permitted on leaf cars.
- No 5th coil, 90 - 10's, lift bar, pull bar or Reese bar, etc.

REAR SUSPENSION – Coil Spring Cars

- May use a three-point set up with a solid mount upper link bar, solid bar & rod ends.
- Solid rubber biscuit allowed.
- No 90 - 10's or spring bars allowed.
- Solid pan hard bars with rod ends permitted.
- Rear lower control arms may be aluminum or steel tubes with rod ends.
- 5" minimum O.D. on coil springs.
- No coil over permitted.
- No 4-bar suspensions. Anyone with birdcages must have them drilled and tapped solid to the axle tube.

ROLL CAGE

- A minimum of three-door bars must be used on right side, two on right side, and both must extend into door panels.
- Seat must be fastened to cage or frame. Containment seats strongly recommended.
- Bars must be minimum 1.5" O.D. and .095 thickness.
- Roll cage must be welded to frame.
- Seat must be fastened to roll bars or rail.

SAFETY

- Must have 3" shoulder harness and seat belt, attached to roll cage.
- Seat belts must meet S.F.I specs.
- Must have approved fire extinguisher.
- Must have fuel cell mounted with two 2" metal straps.
- Aluminum seats only
- Hanz device or any type of approved head and neck restraint is strongly recommended.

FUEL CELL/FUEL

- An approved fuel cell, 32-gallon max.
- Recommended .20-gauge metal box, supported by a minimum of 2" straps by 1/8" thick.
- Gas only - no propylene oxide/alcohol/nitrous oxide/nitro methane or other nitrate additives.
- GAS ONLY RACING - E85 permitted.
- GAS AVAILABLE AT RACE TRACK

REAR END

- Spool or welded rear permitted.
- Quick change permitted.
- Steel or aluminum tubes allowed.
- No exotic material permitted.
- 9" Ford floaters allowed.
- No ratchets, True-Trac or any other type locker unit allowed.
- No lead bolted to the axle tube.

TIRES & WHEELS

- American Racer 48 and above.
- Hoosier 1350 and above.
- Hoosier FT 200 and 400 permitted provided they haven't been grooved or siped.
- Any wheel 14" maximum width.
- Tires must have all numbers and names on the tire. No grinding off numbers or names.
- Tires may and will be confiscated at any time the officials deem necessary for samples or to check for tire prep in or outside the tire. BRMP has a no tolerance rule for tire treatment or prep to these tires. If BRMP takes a sample from you, your money will be held until the results have been returned. BRMP tech official's decision will be final and there will be NO resending of the samples.

BRAKES

- Four-wheel disc brakes permitted.
- Dual master cylinders permitted.
- Brake adjusters permitted.

ENGINE SET BACK

- Engine and drive line must be in center of car, half the distance of the ball joints.
- Number 1 spark plug of Chevrolet must be no more than 2 inches to the center of top ball joint.
- Number 1 spark plug of Ford "302" and "351" must be no more than 4 inches to the center of top ball joint.
- NO TOLLERANCE FOR EITHER FORD OR CHEVEROLET
- Any engine set back more than the rules will add 50 lbs. in front of bell housing and 50 in front of spindles (100 lbs. total).

ENGINE:

- No Bowtie, Ford SVO, Ford Performance, GM Performance, Mopar Performance blocks.
- OEM cast iron V8 steel blocks only; may be bored to 4.060.
- No Big Blocks.
- Plug/vent and screen oil drain holes in lifter valley permitted.
- Deburring block and plugging deck to strengthen block permitted.
- Flat top pistons only; cannot come above deck.
- Crank and rods must be stock or stock replacement (stock stroke and stock rod length).
- Scat/Eagle parts legal
- Balancing permitted but no lightening or knife-edging allowed.
- Polishing stock rods allowed.
- No stroking or de-stroking engine
- Stock appearing/stock journal rods only.
- No Aluminum or Titanium 6" max. length.
- Press or floating pins permitted.
- H-Beam rods Permitted
- Wet sump oil systems only.
- Lifter bore must be OEM diameter for engine

CRANK

- Standard production OEM. Eagle or Scat Stock Replacement cast or steel crank also permitted.
- Must be standard production stroke for engine. Example: 327cid Chevy- 3.250/350 cid Chevy- 3.480 302cid Ford- 300/351 cid Ford - 3.500/360 cid Chrysler- 3.580

- No lightening or knife-edging crank.
- No turning down counter weights or drilling crank pins.
- Eagle or Scat type stock cranks allowed. The thru holes will not be considered drilling the crank pins because the cranks are manufactured with the thru holes.

TIMING CHAIN:

- Any chain and gears.
- No gear drive or belt drives.

CAM:

- Any hydraulic or flat tappet cam and lifters allowed
- Lifter must be OEM diameter for engine, Chevrolet .840, Ford .875, Chrysler .901

EXHAUST/MUFFLERS:

- Any type header permitted, but must run parallel to the ground.
- Mufflers are mandatory.
- Any car judged to be too loud by track officials, under race conditions, may be black flagged.

HEADS

- Any OEM Cast Iron head allowed.
- All heads must have readable casting numbers.
- GM Bowtie allowed
- Straight or angle plug
- Steel Valves only. No titanium
- Valve stem diameter 11/32 minimum for all engines.
- Under cut stems permitted, any type guides.
- Any valve springs and keepers allowed. Steel retainers only.
- Roller rockers permitted any ratio.
- Stud girdles, guide plates and screw in studs permitted.
- No shaft rockers allowed unless OEM for the make of car
- No porting and polishing of the heads

VALVES:

- Intake 2.02 max.
- Exhaust 1.600 max.

INTAKE:

- Can be port matched to head, but no more than 1" grind permitted on intake.
- Any intake permitted, and any size carb. Spacer.

DRIVESHAFTS:

- All driveshafts must be white in color and no less than 2" in diameter.

FLYWHEELS:

- Must be stock steel flywheel only.
- May use Bert, Brinn, etc. if using these type transmissions.

- No lightning of any kind.

TRANSMISSIONS

- Standard production 3 or 4 speed.
- Triple Disc clutches permitted.
- Any Transmission permitted.
- All Transmissions must have working Reverse.

IGNITION

- \$400 claim rule on each box.
- Any electronic or points ignition permitted.
- NO TRACTION CONTROL.

CARBURETOR

- One carburetor only.
- No Dominator or Predator Carbs allowed

BEGINNER 602 RULES

CHASSIS:

- 2013 or older recommended.
- 2014 and newer will have a 100 lb. weight penalty added to the total weight of the car.
- This is an economical class so let's do our best to keep it that way!
- The track has the right to adjust weight if deemed necessary in the interest of competition.

BODY: Same as Super and Limited Late Model

- Standard Dirt Style body required. A stock appearing nose is required.
- Schaeffer Oil Southern Nationals Body rules apply.
- See tech inspector if you have any questions.
- All B posts must match from one side to the other (solid or open - must be the same on both sides).
- Rear deck height is 38" at all times with a 1" tolerance - 39" max.
- No more than 3 spoiler supports may be used.

SUSPENSION:

- No oil-filled hubs

REAR-END:

- No low-drag rear ends.
- Steel or aluminum tubes permitted.
- No exotic material.
- No lead bolted to the rear-end.

TRANSMISSION:

- Bert or Brinn or Falcon 1st Gen permitted.
- No low-drag allowed.

SHOCKS:

- Oil shocks permitted.
- Split valve permitted.
- No adjustable or canister shocks permitted.
- No air shocks.
- One working shock per wheel except LR

ENGINE:

- 602 GM must meet all GM specifications
- Rear mount power steering assemblies permitted.

IGNITION:

- Any electronic or points ignition permitted.
- MSD ignition system permitted.
- No crank trigger, distributorless multi-coil, or magneto ignition system.
- Must be able to plug chip in box and must run no more than a 6,300 chip.
- No electronic traction control device.
- \$400 claimer for ignition.
- Can run HEI type distributor but must have soft-touch box with 6,300 chip mounted outside driver compartment (within 12" of the distributor).
- If your car has two MSD boxes, it must have a 6,300 chip in EACH box, no tolerance.
- \$400 claimer rule on box.

HEADERS:

- No Tri-Y or Stainless allowed
- Must be economy header.

C. FUEL:

- No oxidized fuel allowed.
- Gasoline or racing gas only – E85 permitted.
- No methanol or alcohol.
- No nitrous oxide.
- No propylene oxide.
- No nitromethane or MTBE.
- Fuels must have a specific gravity of less than .761.
- Any fuel with a specific gravity of .762 or greater will be disqualified.
- It is the racer's responsibility to know what he/she is putting in the fuel cell.
- BRMP reserves the right to take fuel samples and send them to an independent lab for testing at any time.
- E85 fuel is allowed.
- E85 testers are readily available and easy to use to insure you're within the rules.
- E85 fuel testers can be purchased easily from your local race parts distributor, Summit or JEGS.
- Quick Fuel and Willy's has a very affordable tester ranging from \$16-25.

WEIGHT:

- 2,400 lb. anytime.

PROTEST FEES (applicable to both Modified Hobby 602 & Beginner 602)

BRMP will reserve \$25 of each of the following protest fees:

- \$1,000 plus the price of tech inspector
- \$50 engine setback fee
- Note: the engine will be impounded at the official's discretion until the protest is complete. The seals that are on the engine being protested will be the rules for the tear down. Any engine without seals will be automatically disqualified.
- Any item not listed in protest fees is considered a visual protest item and must be protested before race.