



## 2024 Bootlegger Rules

**Note: If the rules do not say you can do it, then do not do it! All interpretations of rules by HMP-OVAL TRACK Technical Officials are final.**

- The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events.
- These rules shall govern the condition of all such 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. Class rules 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.
- HMP-OVAL TRACK Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.
- HMP-OVAL TRACK reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.
- Any interpretation or deviation of these rules is left to the officials. Any decision of and by HMP-OVAL TRACK Officials is final.

### **A. CARS:**

1. Any American made car with a factory wheelbase of 108 inches minimum.
2. The wheelbase may not be altered. Body must be stock for chassis.
3. Mirrors are allowed. Absolutely no 2-way radios. Raceciever's are mandatory.

### **B. WEIGHT:**

1. Minimum weight of 3,200 pounds, with a maximum of 55% on the left side for all cars. This will be checked with the driver in the car with all safety equipment in the car.
2. Weight may be added, or left side percentage changed to any competitor at any time at the discretion of tech in the interest of fair competition.
3. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a \$500.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a \$25.00 per pound fine to the team. (no pellets, tungsten or similar weight allowed)

### **C. BODY:**

1. The body must be stock appearing for year, make, and model. No flaring of bodies and must follow the factory contours. No exceptions. Hood and trunk lid must be retained. No fiberglass body panels will be permitted. All panels must be aluminum or steel.
2. Aluminum, Fiberglass, or steel hoods are permitted.
3. Fabricated steel (stock appearing) trunk lid approved. No aluminum truck lids allowed.
4. The factory roof and trunk may be gutted but must retain stock.
5. The driver's compartment must be 100% sealed with aluminum or steel.
6. No cold air boxes will be permitted.
7. Hood scoop allowed for air cleaner clearance only. No air deflecting devices.
8. The rear deck must have stock appearing downward slope. The back of the car must be closed off from the top of frame rails to bottom of deck, and from quarter panel to quarter panel.
9. All holes in the firewall and driver compartment must be covered over for safety.
10. Must look like an actual car – no slab sides. Door must mount to rocker. No filler panels.
11. May remove rear floor to just behind B post of body, and rear firewall.
12. All cars must have a full, clear Lexan windshield or screen that covers all of the front window. If using a screen, you must have (3) 1/2" vertical bars in front of the driver!
13. The body must be mounted in stock location on frame – no sliding or shifting. A post mounting in correct frame hole (both left and right). May remove rubber body mounts.
14. Hood must have a minimum of two (2) pins in front and two (2) pins in back.
15. Trunk lid must have two (2) pins and two (2) hinges, or four (4) pins.
16. May run 1-inch rub rail welded against body with capped ends, clean welds, no tire cutters.
17. May run pipe bumpers – maximum of 1-3/4-inch OD x .95-inch wall, square tubing, or stock bumper for car must be mounted in stock location with chain rapped and welded to frame. All welds must be clean and ground – no tire cutters.

### **D. CHASSIS / SUSPENSION:**

1. All suspension parts must be stock for the year make and model of the car. Absolutely no modifications to stock suspension components.
2. May replace bushings with polyurethane or steel.
3. Aftermarket tubular upper control arms allowed. Must be bolt in style, no elongating ball joint holes. No offsets allowed. Must be OEM stock dimensions for car. Shimming is permitted.
4. Stock OEM lower control arms only on all cars. No crossing of OEM model lines and no modifications allowed.
5. Ball Joints- Must be stock for year make and model. Must match stock length. No aftermarket ball joints.
6. The coil spring must be a minimum of 8 inches and must fit in stock location without alteration of bucket. No spring rubbers or Gobblers allowed. No coil bound springs or collapsed springs allowed. All springs must be symmetrical from top-to-bottom. May use adjustable bucket on the top. No Notching or modifying for suspension clearance. Spring bucket cutouts permitted.

7. Weight jacks permitted- If car has stock shock mounts minimum spring rate is 600. If shock mounts are moved the minimum spring rate is 650.
8. Leaf springs, stock multi-leaf only, may be used. May use lowering blocks and multi-hole rear shackles for adjustment. No fiberglass spring on a leaf-spring configuration.
9. Landrum racing leaf springs are the only aftermarket leaf springs permitted. No leaf spring sliders. No Offset bushings. No adjustable leaf spring blocks- Centering pin must fit tight.
10. Lowering blocks are permitted and may use angled blocks/shims.
11. Coil spring cars- No height rule on rear springs. Both rear springs must be the same height. May not exceed 100-pound split across rear.
12. May use sub-frame connectors.
13. Sway bar must be stock for the specific car. Maximum 1-3/8-inch diameter. No rear sway bars. No aftermarket Howe style sway bars.
14. Sway bar adjustable at left lower A frame only.
15. No coil binding, chassis or bump stops or any travel limiting devices on suspension.
16. Stock passenger car spindles and hubs for year, make, and model only.
17. No lightening or grinding of any suspension part allowed.
18. Stock steering components include drag link and stock length tie rods. No interchange of unibody, mid-size metric, and big metric/steering parts.
19. Factory OEM appearing spindles, rotors, calipers, and bottom A-frames must be used. Steel lower A-frame bushings are allowed but the hole must be in the center of the bushing.
20. One (1) shock per wheel – total of four (4) shocks per car. No coil over shocks allowed. Shocks must be steel body, one (1) piece and non-adjustable. No remote or external canister type of shocks allowed. No aluminum gland nuts or shafts. No Schrader Valve! (OEM Stock Shocks, PRO Shocks, AFCO, QA1 and FACTORY Crimped BILSTEINS okay) Absolutely no ALUMINUM of any kind on exterior of shock except the approved BILSTEIN factory crimped shock. All shocks must be readily available to all competitors, no custom valved/welded shocks. Example: AFCO 10 Series shocks.
18. No bulb tops. May have removable bushing on shaft end of body. Bushing holder/eyelet must be attached to body. No Schrader or bladder style valves allowed.
19. Must use stock type shock ends top and bottom. Heims ends permitted on cars with weight jacks only.
20. If a car has stock shock mounts minimum spring rate is 600. If shock mounts are moved the minimum spring rate is 650.
21. No rebuildable or adjustable shocks. No aluminum gland nuts or shafts. \$500.00 claimer for all (4) shocks or \$125.00 claimer per shock after a race.

#### **E. CARBURETOR:**

1. Must run stock Holley 4412 2-barrel only. (cast only) No modifications can be made except as specified. No polishing, grinding or machine work allowed on any part of the carburetor. May change jets, power valve and squirters.
2. May remove choke plate and shaft. 2 return springs mandatory.
3. May use any adapter from carburetor to manifold – maximum thickness 1.625 inches including gaskets. No tapered spacers.
4. NO Holley XP 2 Barrels
5. Pump gas only!

#### **F. ENGINE OPTIONS: (Choose One)**

##### **OPTION #1 - GENERAL MOTORS (GM) 602 CRATE ENGINE:**

1. Must use unaltered cap sealed GM 602 crate engine. Chevrolet Performance factory sealed CT350 Chevy small block crate engine (Part #88958602 or #19258602 or #88869602). May have IMCA seals if rebuilt in lieu of factory seals.
2. All crate engines MUST use unaltered MSD #8728 or #8727CT rev-control and maximum 6200 RPM Chip / Setting.
3. Must be unaltered and sealed from factory with approved GM cap seals, or approved cables.
4. Any altered, damaged, or missing GM Cap Seals, or cables will result in the driver being disqualified from that event, loss of all track points and fined \$1000. A fine must be paid in full before being allowed to race again.

##### **ENGINE OPTION #2 ENGINE SPECIFICATIONS:**

1. Must be same manufacturer as car and mounted in stock position. May use Allstar, Moroso or other stock replacement solid motor mounts.
2. Maximum over-bore is .060.
3. Crankshaft must be stock production cast or steel or OEM stock replacement. 48 pounds minimum balancing permitted by drilling holes – no grinding. No knife edge or bullnose cranks permitted. No polishing of crankshaft. Crankshaft stroke must be stock to engine displacement.
4. Rods must be stock production or OEM stock replacement. OEM length per original engine specifications. No high-performance rods permitted. Grinding on rods permitted for balancing only. No polishing of rods. Pistons must be stock production or OEM stock replacement and must be same configuration as stock cast or forged GM. May have two or 4 valve relief flat top pistons. No fly cutting. Floating pins may be used.

#### **G. CYLINDER HEADS:**

1. Open chambered heads only, must be unaltered, O.E.M. NO porting, polishing, or gasket matching. The only GM head numbers allowed are 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 33388 2, 3998920, 3998991, 3998993, 3998997, and 3970126.
2. Quest Part No. CH350I, Dart Part #10024360, Dart Part #91624360 also permitted.
3. 3/8" or 7/16" Screw in studs and guide plates allowed.
4. No VORTEC heads allowed.
5. No mix-matching.
6. Ford 351 heads on 351 c.i.d. engine – 302 heads on 302 c.i.d. engine. Maximum compressions ratio: 10-to-1.
7. Mopar 360 heads on 360 c.i.d. engine – 318 heads on 318 c.i.d. engine. Maximum compression ratio: 10-to-1.
8. No porting or polishing, no gasket matching, no grinding of any kind.
9. May have 3 angle valve job, no angle more than 75 degree.
10. 1.94 intake, 1.50 exhaust, max valve size. May be stainless steel neck down valves. No hollow stem valves. Bronze guides or liners ok.

11. Valve spring must be stock size and symmetrical from top to bottom (1.270" max diameter). Spring seat valve pressure closed 120lbs. maximum.

**H. CAMSHAFT:**

1. Hydraulic flat tapped cam only. Maximum lift 450 at the valve. Check at push rod or cam lobe times the rocker ratio – Rocker must remain stock for engine: General Motors: 1.5 – Ford: 1.6 – Mopar: 1.5. *Roller tip ok!*

**I. INTAKE:**

1. Stock OEM cast iron allowed. No porting, polishing or port matching.
2. May use Edelbrock RPM Performer – (General Motors 7101, 2101, 2701, 3701), (Ford 7121), (Mopar 7176)
3. General Motors 602 aluminum dual-plane intake manifold is also approved.

**J. IGNITION:**

1. Any 12-volt battery fired ignition (only). Must be mounted in driver's compartment behind driver's seat. Must be mounted securely.
2. Only Stock OEM distributor or HEI and soft touch allowed –No MSD coils or modules.
3. All crate engines MUST use unaltered MSD #8728 or #8727CT rev-control and maximum 6200 RPM Chip.

**K. MISC:**

1. No electric water pumps. Electric fans are permitted.
2. Water pump, pulleys, valve covers and oil pan builders' choice.

**L. TRANSMISSION:**

1. Stock automatic transmission with all working gears (forward and reverse) and working torque converter. 3-speed or 4-speed manual transmission with stock clutch and flywheel (L88 flywheel minimum 15 LB) permitted. No lightening, straight cuts gears or removing gears.
2. The torque converter must be a minimum of 10 inches in diameter. No lock-up converters.
3. No power-glide transmissions.
4. Must have all stock parts – no lightweight parts.
5. Stock clutch and clutch disk. Stock replacement solid hub clutch disk permitted. Clutch material must be full circle, and no paddle type disks.
6. Hydraulic Clutch Pedal permitted.
7. Must have a functional shifter – No push – pull rods.

**8. REAR-END:**

1. Must be stock for the year, make and model of the car.
2. Ford 9" allowed all steel parts only, no lightening or polishing. No Floaters. May be locked. Steel full spool or mini spools only.
3. Aftermarket replacement axle permitted.

**9. BRAKES:**

1. All four (4) brakes must always work. Piston size on all calipers must match all around.
2. May use aftermarket single master cylinder and brake pedal. No aftermarket brake bias, shut-off valves, or proportioning valves.
3. No aluminum drums or aluminum parts allowed anywhere in the brake system.
4. Disc Brakes allowed on rear, must use steel stock type rotors on rear disc.

**10. EXHAUST:**

1. Stock OEM cast iron manifold or chassis headers with max 3.5-inch exhaust pipe throughout.
2. Must exit behind the driver outside of car and securely fastened under car.
3. No X pipes, no H pipes and No over the top or crossover headers allowed.

**11. WHEELS / TIRES:**

1. Racing wheels 15-inch x 8 inch. Minimum wheel weight of 19 pounds. May run any offset. No more than 1-inch spacers on all 4 corners combined.
2. American Racer AR970 pull offs only. Qualifying and Race tires must be HMP-OVAL TRACK branded.

**12. FUEL CELL:**

1. Mandatory maximum 22 gallons and mounted in a minimum of 22-gauge steel container. Must have a minimum of 10 inches of ground clearance.
2. Must have a 1-1/2 fuel cell loop protecting cell from being hit by other cars.

**13. SAFETY FEATURES / ROLL CAGE:**

1. Roll cage must be constructed of (minimum) 1-1/2-inch x .095 wall round steel tubing, with full four (4) post roll cage, minimum of four (4) door bars on driver's side, and three (3) door bars on passenger's side.
2. Aluminum racing seat mounted to roll cage with racing seat belts. Driver's side door bars MUST be plated with 1/16-inch steel plate or thicker.
3. May mount radiator directly to frame – may use round tubing for protection.
4. Drive shaft loops (2) are Mandatory. They are to be located 12 inches from each u joint. The drive shaft must be painted white with numbers on it.
5. Raceciever Radio is always required on the racing surface.
6. Raceciever Radio will be on default channel 462.7125 MHZ – 1018 (for Raceceivers), and 1817(for NitroB radios)
7. The use of 2-way radios is prohibited.
8. Refer to general rules for required transponder and mounting location (transponders are not available at the track).