

2025 New London-Waterford Speedbowl Mini Stock Rules

Last Updated: **1/27/2025**

1) Introduction:

Interpretations of the rules contained herein will be the sole responsibility of authorized officials of New London-Waterford Speedbowl. Their interpretations and judgments shall be final.

All equipment is subject to the approval of the New London-Waterford Speedbowl Officials.

It is the competitor's responsibility to become familiar with the Mini Stock Division Rules and the New London-Waterford Speedbowl General Rules.

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2) Driver Eligibility:

Drivers 14 years old and up are eligible to compete in the New London-Waterford Speedbowl Mini Stock division. In order to participate in any on-track activity all cars must complete a technical & safety inspection and all drivers must be signed in with all completed paperwork on file. This includes Driver Registration Form and Number Registration Form. By registering as an owner or driver you agree to be knowledgeable and bound by the contents found in these rules and in the New London-Waterford Speedbowl General Rules.

3) Safety:

Racing Seat

An aftermarket, aluminum fabricated racing seat, sized correctly for the driver, must be used. See General Rules for detailed requirements.

Seat Belts

A minimum 5-point safety harness is mandatory. Belts must be SFI rated and dated no older than 3 years from the date of manufacture. See General Rules for detailed requirements.

Window Net

A commercially manufactured, SFI rated, nylon window net must be installed in the driver's side door window opening and dated no older than 3 years from the date of manufacture. See General Rules for detailed requirements.

Fire Suppression

A fire extinguisher or fire bottle suppression system securely mounted in the car is mandatory. See General Rules for detailed requirements.

Safety Gear

A double-layered, full fire suit made of Nomex material is mandatory. SFI rated gloves and shoes are mandatory. Full-face SA2005 rated or newer helmets are mandatory. A head and neck restraint system (Ex: HANS, Hutchens, or similar) is mandatory. See General Rules for detailed requirements.

4) Transponders & Radios:

All cars must have functional transponders in order to participate in any on-track activity (see Figure 1 for mounting location).

Two-way radios are not permitted. Drivers must monitor the race control frequency (464.5000) through the use of a radio scanning device and comply with all requests from race control.

One (1) rear view mirror mounted at the top of the windshield is permitted. Maximum mirror size is 14" X 2".

5) Technical Rules:

In the following rules you will see the term "stock OEM" used. This means "original equipment manufacturer". These parts must come on a standard production car.

No carbon fiber or titanium parts allowed. None of the following will be allowed in or on any engine or driveline component or part: abrasive cleaning, acid dipping, chemical milling, coating, epoxying, finishing, grinding, painting, plating, polishing, porting, etc.

Weight adjustments and/or air restrictors may be required by NLWS officials in the best interest of competition.

6) Approved Models:

No turbo, rotary, mid-engine or rear engine cars allowed. The four cylinder, two or four door coupes of the following makes and models are allowed:

Ford: Mustang (94-98 must use 2.3 engine), Escort (Carbureted only)

Nissan: 200SX FWD

Toyota: Celica

Volkswagen: Scirocco, Rabbit, Golf (Carbureted only) (No GTI's permitted)

Chevrolet: Cavalier (Carbureted only)

Saturn: S Series

Chrysler: Charger, Lance, Shadow, Neon (Carbureted only)

Honda: Accord, Prelude

Acura: Integra

Mitsubishi: Eclipse

7) Body, Appearance:

All body panels must remain stock, including angles and openings. Fenders, quarter panels and door panels may be replaced with magnetic steel only. Sheet metal must be minimum thickness 0.030". Panels must follow the same contour as the original body panel. Saturns may run composite factory panels. The only panels allowed to be gutted will be the hood, roof, trunk lid, trunk floor and the doors. The doorpost, inner quarter panels, and rocker panels must remain.

Side skirts are allowed between wheel openings. They must follow the contour of the body and may not be stepped or angled.

Roof

The Duraflex fiberglass roof part # (DUR-79-93) or Speedway one part # (FM309) will be permitted for use on Mustangs. If a fiberglass roof is used, a halo bar safety plate (Figure 2) must be installed.

The minimum roof height for Mustangs is 51", measured 6" back from the top of the windshield opening.

Windows

A full windshield made of polycarbonate material ($\frac{1}{8}$ " minimum thickness) is required. Quarter windows are allowed but must be made of clear polycarbonate material. If quarter glass isn't used, then the window openings must remain open. Rear windshield not permitted.

A vent window is allowed. It must be a maximum 7" measured from the base of the A-pillar. It may not be tapered back, and must go straight up to the pillar.

Hood

Stock or aftermarket, fiberglass hoods must lay flat with no openings. Cowl inductions hoods with maximum 3" rise are allowed. Cowl opening must not be more than 4" as installed on the car.

Bumpers

Only stock bumpers will be allowed. Factory absorbers must be replaced with steel brackets. The outside edges of the bumper must be capped to prevent hooking. Front and rear aftermarket covers are allowed for the make and model being used. If aftermarket bumper covers are used, bumper tubing must be inside of the cover and may not extend past the flat surface of the tire. No dirt or outlaw-type bumper covers permitted.

The headlight and taillight openings must be covered with sheet metal. No holes are permitted in the rear bumper or tail panel

Nerf Bars

Nerf bars may be used between the wheel openings at hub height. Bars must be 1" round or 1" x 1" square tubing. They must be mounted tight to the body with no sharp edges, angles or points. Nerf bar ends must be tapered and capped. Carriage type bolts must mount inward. Polycarbonate nerf bars will be permitted.

Rear Spoiler

A 4" high by 60" wide clear polycarbonate rear spoiler may be used, measured from the top of the tailpiece or trunk lid. The spoiler must be mounted on the rear of the trunk or follow the contour of the rear panel. The spoiler cannot exceed the contour of the body at the base. No side gussets or rear vanes will be permitted. Only the bottom 1" of the spoiler may be steel or aluminum.

Interior Sheet Metal

The full stock floor pan and stock front and rear firewall must remain. The inner sheet metal panel in front of the strut tower to the radiator support may be removed.

Crush panels must be installed between the front firewall and fenders sealing off the drivers compartment.

The dash may be removed and replaced with a fabricated dash. The front firewall must be stock. All holes in the firewall must be covered with magnetic sheet metal. The rear firewall may be fabricated, but must follow stock configuration. Hatchback cars must fabricate a rear firewall at the floor level to protect the driver from the fuel cell. Firewalls must be welded, not riveted. No enclosures around the driver are permitted. All interior sheet metal must be minimum 0.031" magnetic steel. No aluminum Firewalls or interior tin permitted.

Dashboard may be made from aluminum

8) Weight:

All specified weight requirements are driver included. Car minimum weight must be labeled on the right A-pillar of the car.

Electronic Fuel Injection (EFI) cars:

Minimum total weight for NON variable valve timing engine cars:

Below 1999cc: 2350 lbs

2000cc and above: 2450 lbs

Minimum total weight for variable timing engine cars:

Below 1999cc: 2450 lbs

2000cc and above: 2500 lbs

Minimum total weight for carbureted cars:

Below 1999 cc: 2100 lbs

2000 cc and above: 2450 lbs.

Maximum left side weight is 55.0% of total weight.

Weight may be added or subtracted to cars by NLWS Technical Officials in the best interest of competition.

Any car found to be under the minimum overall car weight allowance will be penalized one position for every pound under the minimum total weight.

All ballast weight must be magnetic steel or lead only, in block form, weighing no less than 5 lbs per block. Pellet weight is not permitted. Weight must be welded in a box or attached with (2) or more 7/16" minimum diameter, grade-8 bolts and locking nuts. Added weight may be mounted under the car, securely bolted or welded as high as possible, and painted white with the car number labeled in black. No added weight will be permitted inside the driver's compartment. No lead or ballast weight is permitted on the rear axle. All lead mounting must meet officials approval.

9) Frame & Chassis:

All chassis parts must remain unaltered from the manufacturer with the following exceptions:

In order to obtain proper camber angle, the following will be permitted:

- 1) The right lower A-Frame may be lengthened.
- 2) The right strut tower may be cut and moved a maximum of 1" from the passenger side to the driver's side. The strut tower must be re-welded. Moving from front to back will not be permitted. No other modifications to the strut tower will be allowed.
- 3) A 1" longer, unaltered, stock OEM lower A-Frame, which fits in the stock mounting location, may be used on the right side only.
- 4) Adjustable caster/camber plates may be used on the top of the front strut towers.
- 5) Fabricated or aftermarket strut support brackets may be used on front and rear shock towers. Shock tower locations must remain stock.
- 6) Aftermarket or fabricated engine cradle supports may be added to stiffen suspension.
- 7) FWD only, cars with A-frames option: Aftermarket tubular OEM dimension A-frames and mounting hardware may be used. Strut towers cannot be cut and moved, caster camber plates are not permitted. All mounting points must remain in stock location. Right side upper control arm may be shortened 1" for camber correction. b) Frame repairs in front of the front strut/shock tower and behind the rear strut/shock tower may be fabricated with 2" x 3" x 0.083" magnetic steel tubing. Repairs must follow the stock configuration of the stock chassis. c) Wheelbase must be within + or - 1/2" of the OEM factory listed dimension for the chassis being used.

Roll Cage

1-3/4 diameter x .095 HREW or DOM steel tubing is mandatory for all roll cage bars. A magnetic steel anti-intrusion plate made from a minimum thickness of .080 must be securely welded to the outside of the left side door bars. All cars must have a foot protection bar located at or in front of the pedal assembly. All roll cage, foot protection bar, and anti-intrusion plate joints must be suitably and appropriately welded by competent craftsmen. See General Rules for roll cage, foot protection bar, and anti-intrusion plate detailed requirements.

Fuel Cell Crash Bar

A reinforcement bar made of 1-½" X 0.083", must extend below the rear frame section behind the fuel cell. This bar must be as wide as the rear frame rails and extend as low as the bottom of the fuel cell with two vertical uprights, evenly spaced between the frame rails, and attached to the rear cross member. Two support bars (one located on each corner) must angle upwards and be welded to the rear frame rails.

10) Ground Clearance:

Minimum ground clearance for chassis, body, nose, and tail pieces is 5". All ground clearance requirements will be measured with the driver in the car.

11) Suspension:

All suspension parts must remain stock OEM for chassis being used unless otherwise indicated. Bushings may be replaced with aftermarket urethane or rubber, provided that they do not alter the original mounting location. Offset bushings are not permitted, except on rack and pinion mounts. Aftermarket, OEM dimension, non-adjustable rear trailing/control arms may be used. FWD: may use camber correction hardware in rear suspension, 4 degrees maximum camber.

Racing springs will be permitted. Springs may be changed provided that they fit onto the stock strut/shock or spring pocket. Spring adjuster cups will be permitted. Jacking bolts will be permitted. Front jacking bolts must be installed in the centerline of the original OEM spring pocket. The angularity of the springs must not be changed. Coil-over, adjustable spring kits may only be used on front-wheel drive cars.

Stock OEM replacement, non-adjustable steel struts/shocks, as purchased from a stock automotive parts supplier, must be used. Struts/shocks may not be altered in any way, and must bolt into stock OEM mounts in the front and rear stock OEM locations. No racing struts/shocks allowed. No Bilstein struts/shocks allowed. Right front strut lower mounting hole may be lengthened and reinforced provided the mounting hole remains in the original outline of the strut.

The sway bar may be changed, but must follow stock design and mounting points. Maximum sway bar diameter is 1-5/16".

On front-wheel drive cars, only one, single steel panhard bar is permitted. The rear panhard bar may be changed and/or relocated. Location is subject to NLWS Technical Official approval.

All wheel (front and rear) differential and transmission bearings must remain stock OEM. Bearings must be angle type cone, straight barrel type, or ball bearing. All bearings, including the rollers, must be magnetic steel only.

12) Steering:

The steering must be stock OEM for the chassis being used. A collapsible steering shaft is recommended. If one is not used then the shaft must be made with at least two U-joints and deflect to the side upon heavy frontal impact.

13) Brakes:

Only stock OEM brakes for the chassis being used are permitted. Exception to this is Ford Mustangs may use stock OEM rear disc brakes for the Fox Body or SN-95 chassis. Brakes must be operational on all four wheels at all times. Brake lines must be steel.

14) Wheels:

8" wide, 14 lbs. minimum steel racing wheel is required. All four wheels must have the same offsets. 8" wheels must have between 3"-4" backspace. Rear wheel drive cars must use 4" backspace only. Heavy duty wheel lug/studs are highly recommended. Studs must pass completely through the lug nuts. Wheel spacers are not allowed. "Bleed off" type valve stems are not permitted.

15) Tires:

Hoosier Tire East of Manchester, CT will be the sole supplier of tires for the Mini Stock Division. The size is 23.0 x 7.0 x 13.0 or 23.5 x 7.0 x 13.0. Tires must be 800 compound. Tire must be considered identifiable.

16) Engine:

Engine Location

The engine must remain in stock OEM location

Stock OEM engines for year, make, and model of car must be used. Maximum of 2,400 CC engines. No turbo engines will be permitted. All engines must have two or four valves per cylinder.

All engine parts must be stock OEM. All engine parts, including stock replacement parts or aftermarket parts – where allowed – must maintain stock OEM weight specifications and must remain unaltered. Parts may not be lightened in any way. Only stock OEM type engine bearings will be permitted. No stroking, porting, polishing, lightening, deflashing, glass beading, sandblasting, abrasive cleaning, chemical (acid) milling, will be allowed in the engine or on any engine parts. No internal painting or coatings of any type will be permitted. All engines will be allowed a maximum of 0.045" overbore. Only normal OEM type engine balancing is permitted.

The Dodge Neon with 2.0 multi-valve single overhead cam engines will be allowed for competition with a weight penalty and must comply with above rules.

Ford 2.3 may use Race Engineering short block assembly part # FD-SB-THOMP/NEWL. It must be used as supplied from the manufacturer with no modifications. Ford 2.3 may use Race Engineering rotating assembly part # FD-ROT-THOMP/NEWL. It must be used as supplied with no modifications. Any component from this rotating assembly may be used in existing engines.

Intake Manifold

Unaltered, stock OEM intake manifolds only. The Ford 2.3 may use an EFI intake manifold. Marine intake manifolds are not permitted. **VW Intake Manifold Pierce Part#99004.402 is permitted.**

Compression

Maximum compression is 10.0 to 1 on all non-Volkswagen engines. Volkswagen engines maximum compression is 10.5 to 1.

Crankshaft

An unaltered, stock OEM crankshaft, maintaining stock stroke, must be used. No lightening or knife edging allowed. Minimum crankshaft height is 13.0" for Mustangs. Ford 2.3 may use Esslinger crankshaft (Part No. P.3125.2047BLM or SLM). Crankshaft must be used stock unaltered as supplied from the manufacturer. Only normal OEM engine balancing will be allowed.

Harmonic Balancer

An aftermarket, stock-appearing harmonic balancer will be permitted.

Pistons

All pistons must be stock OEM or an exact replacement.

Connecting Rods

Connecting Rods must be stock OEM in every way for the engine being used. Aftermarket rod bolts will be allowed. Ford 2.3 may use CROWER sportsman rods (Part# SP93231PF-4), as manufactured.

Camshaft

Aftermarket camshafts are allowed. The maximum lift at the valve with zero (0.000") lash will be 0.465".

Valve Lifters

Only solid valve lifters will be allowed. Roller lifters are not permitted, even if standard on the OEM engine being used.

Rockers/Followers

Only stock OEM rockers and followers will be permitted. No roller rockers or roller tips, even if standard on the OEM being used. Stock ratio is required for the engine being used. Ford 2.3 must use 1.64 ratio followers. Ratio will be checked with the valve lash used during the event at 0.0238" lobe lift. Rocker studs may be oversized.

Cylinder Head

Only stock OEM production cylinder heads for the engine being used will be permitted.

Valves

Only stock OEM or direct replacement valves are permitted. Pro Flo valves are not permitted. Any valve stem with an undercut of 0.015" or more is not permitted. Aftermarket stock diameter valve springs are permitted. Only steel valve spring retainers are permitted.

Valve Job

Multi-angle valve jobs are permitted. The bottom cut of the valve job may not exceed $\frac{3}{8}$ " into the valve pocket. The bottom cut will be measured from the top of the cut upon which the valve is sealed. The maximum diameter of the top cut must be no larger than $\frac{3}{8}$ " diameter larger than the size of the valve. All cutting or grinding must be centered off the centerline of the valve guide.

Oil Pan

Stock OEM oil pan for the engine being used must be used. Ford 2.3 may use the Canton (Part # 11-900). Stock OEM oil pans may be modified to Canton stocker specifications. Kevko (Part# F804 and or F800) is also permitted.

Engine Oils

Combustion enhancing oils or additives are not permitted.

Oil Coolers

Oil coolers will be permitted.

17) Cooling System:

Engine cooling system radiators must remain in the stock OEM location. All cars must be equipped with a minimum one (1) gallon overflow container. Only water or Water Wetter-type additives may be used in the cooling systems. No antifreeze allowed.

18) Electrical:

Ignition

A Stock OEM type HEI distributor must be used. The distributor must have a stock type housing, have stock type controls and modules, be equipped with a magnetic pickup, be gear-driven, and be mounted in the stock location. Only one (1) OEM-type ignition coil is permitted.

Stock-appearing aftermarket allowed. Electronic firing module amplified boxes are not permitted. Adjustable timing controls are not permitted. Retard or ignition delay devices are not permitted. Accessories to regulate the power supply are not permitted. The tachometer wire must run from the distributor to the tachometer along the #8 dash bar, separate from any other wires and in an unobstructed view for inspection. The tachometer wire must be isolated from any other wires, connections or devices. The entire length of the tachometer wire must be visible from distributor to gauge. The vacuum advance unit may be replaced with a manual,

non-electronic timing adjuster that does not extend more than 2" beyond the distributor housing. For carbureted Volkswagen and Chrysler products, the use of a Hall Effect switch with module distributor is allowed to eliminate the computer system.

Electronic Fuel Injection Ignition

Fuel injected cars must run OEM computers for the engine being used.

Spark Plugs

The spark plug must match the type of head being used. The gasket-type head must use the gasket seat spark plug. A tapered head must use the tapered seat spark plug.

Battery/Starter

Only a single 12-volt OEM automotive type or an automotive type gel-battery is permitted. The battery may be located in the right side front firewall or behind the driver's seat, mounted to the floor. The battery and/or box may not extend below the frame rails where it is mounted. The battery box may be made of steel and welded in place or must be in a marine type case. The battery must be padded or lined to prevent the battery from moving inside the box. The battery box must be completely sealed off from the driver's compartment. The battery must be tied down by a minimum of two steel rods and a steel cross bar running through the floor pan and be bolted or welded. Aftermarket Starters will be allowed.

A battery cutoff switch must be present in the passenger's side area of the car. The switch must be within reach of the driver and accessible to safety crews.

19) Exhaust:

Exhaust Manifold

Only a stock OEM exhaust manifold or factory tubular manifold for the engine being used is permitted. No modifications are allowed. Headers are not permitted. The Mustang must use a stock OEM Ranger Factory tubular manifold or Schoenfield header (Part # F238V). Header must be used as manufactured with no modifications or coatings. The last 6" of the header collector may be cut and angled rearward for ground clearance.

Mufflers & Exhaust System

Mufflers are mandatory. The only approved mufflers are the Lobak RCM 12" Spiral Flow (Part# RCM251225), or Moroso (Part# 94050), Dynomax (Part# 24215), or Summit (Part# SUM-630853) The end of the muffler must be located 6" from the end of the exhaust system. The last 6" of the exhaust system must be turned down. The exhaust system must extend 6" beyond the driver's seat and remain under the car. The exhaust system must exit within 12" of the rear axle tube and remain under the car. Mufflers must be removable for inspection. Muffler must remain complete with ends as manufactured. Check valve tubes are not allowed in any part of the muffler. Interior coatings are not permitted. Exterior coatings are not permitted. The life expectancy for mufflers is two years. Race teams are responsible for the condition of their mufflers. Mufflers found to have deteriorated baffles due to rust/rot will be treated the same as if they were modified. Maximum diameter of the exhaust pipe will be 2-1/2". A flex coupler maximum 12 1/2" in length may be used in the exhaust system forward of the muffler.

20) Fuel System:

Carburetor

The Holley 350 CFM, two-barrel carburetor (Part# 0-7448) or Keith Dorton (Part# 0-80787-1) are the only carburetors allowed. The carburetor must be stock and unaltered. The diameter of every hole in the carburetor must pass the standard NLWS pin and tooling gauges. No aluminum main bodies allowed.

No reshaping, polishing, grinding, drilling, or coatings of any kind allowed. No adjustable (jetted) air bleeds or circuits. Gaskets must remain unaltered. No chrome carburetors. Holley Carbs may NOT use aluminum center sections.

The only changes that will be allowed are as follows:

The choke plate and shaft may be removed.

Jet, power valve, accelerator pump cam, and accelerator pump discharge nozzles may be changed.

Idle holes may be drilled in the butterflies.

Carburetor Spacer/Adapter

One spacer/adapter, made of solid material, is permitted. Maximum height is 1". Wedge shape spacers/adapters are not permitted. Both the top and bottom surfaces must be parallel. The porthole may be tapered to meet the stock intake opening. No additional openings for air induction will be allowed. Only (1) 0.075" gasket per side of the spacer will be allowed.

Fuel Injection

Fuel injection must be stock for the year, make, and model of the car being used. Throttle body diameter must be stock OEM for engine being used. All electronically fuel injected cars will be required to have an air restrictor in the intake piping.

Air Cleaner/Filter

Only a round, dry paper, maximum 4" high air filter element permitted. Air filters may not be sprayed or soaked with chemicals. The air cleaner top and bottom must be metal. No ducts, baffles or anything that may control airflow is allowed on, or in, the air cleaner assembly. All air entering the carburetor must pass through the air filter. A shield may be used on the front outer half of the element if it is on the element. Air cleaners must remain under the hood. Fuel injected cars may run an aftermarket air intake/filter which must remain under the hood, inside the engine compartment.

Fuel Line & Fuel Pump

Only one fuel line will be permitted from the fuel cell to the fuel pump, and one line from the fuel pump to the carburetor. EFI cars will be allowed to have a return line. The inside diameter of the fuel line for all cars can be no larger than ½". The fuel line from the fuel cell to the fuel pump must either remain under the floor of the car or run through the passenger compartment of the car, and be protected by a secondary form of tubing. The tubing must be one continuous tube extending through the front and rear firewalls. An OEM style mechanical fuel pump must be run. An electric fuel pump will be allowed. Fuel pump must be as close to the fuel cell as possible. The fuel pump must be tied with the oil pressure switch.

Fuel Shut Off Valve

A ¼ turn fuel shutoff valve is required in the fuel line with ON and OFF positions clearly labeled. The valve must be open when the handle is aiming front to back and must be closed when the handle is aiming left to right. Fuel shut-off valves must be on the passenger's side and easily accessible to emergency workers. Any car connecting the fuel line to the fuel cell through the racecar must have the fuel shut-off valve located in the trunk, with a reach rod to the passenger compartment.

Fuel Specifications

Sunoco Race Fuel 260GTX and 93 octane super unleaded automotive pump gasoline are the only fuels permitted in the Mini Stock division. These two fuels may be mixed together. The 93 octane super unleaded automotive pump gasoline must be purchased from a retail outlet and must contain a minimum of 7 percent and a maximum of 10 percent of ethanol. The use of additives, catalysts, or fuel-altering devices are not permitted. Nothing may be placed in the fuel line except a standard fuel filter. Icing or cooling of the fuel system is not permitted.

Fuel Cell

The use of a commercially manufactured fuel cell is mandatory. Maximum capacity is 16 gallons. Fuel cell vent check valves are mandatory. The use of a magnetic steel fuel cell container made of minimum 22 gauge (.031") steel is mandatory. The fuel cell must be a minimum of 10" from the ground. Gas caps must be tethered and identified with the car number (XX) and division (MS). Fuel cells must be mounted using minimum 1" x 1" x .083" square tubing. See General Rules for detailed requirements. Fuel Cell MUST vent out the rear of the tail panel.

21) Drivetrain:

Clutch and Flywheel

Only a stock OEM or exact replacement clutch disc and pressure plate will be permitted. Lightweight discs or pressure plates are not permitted. Only a stock OEM steel wheel flywheel will be permitted. The flywheel must remain unaltered. No lightening allowed. A 1 lb. Tolerance from stock OEM specs will be allowed for resurfacing. Minimum weight for the Mustang is 20.0 lbs. An optional clutch and flywheel package manufactured by RAM (Capitol Motorsports Part# CAPARC2300A) may be used. The use of this clutch shall add 50 lbs. of total weight. A 1" hole must be drilled in the bell housing, over the clutch, for inspection on front wheel drive cars. Rear-wheel drive cars must have a 1" hole drilled in the bell housing, under the clutch, for inspection.

Transmission/Transaxle

Four or five speed stock OEM transmissions only. Transmission must be stock OEM for chassis being used. No REM type processes are allowed. All gears must be in working order. The differential must be locked.

Drive Shaft/Half Shafts

Only stock OEM drive shaft/half shafts will be permitted.

Rear End

The rear end must be stock for the make and model of the car. Rear ends must be open or locked. No Posi, limited slip, or ratchet rears of any type allowed. No REM type processes are allowed. The Ford 8.8 rear axle from the SN95 Mustang may be used in any Ford Mustang. This will include use of stock rear disc brakes.

22) Figures

Figure 1:

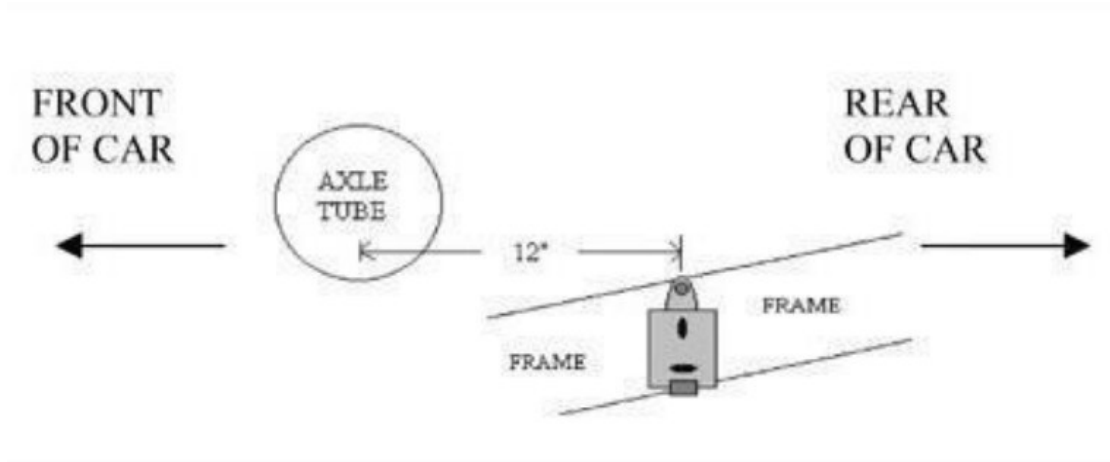


Figure 2:

