

Appalachian Mountain Speedweek  
Technical Bulletin 2026- updated 03/09/26

### BODIES

- A. All cars must have a minimum of one inch (1") and a maximum of two inches (2") of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.
- B. Driver's seat must remain on the left side of the drive line.
- C. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- D. Bodyline must be a smooth even line from front to rear.
- E. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.
- F. No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
- G. All body panels must be solid. No holes, slots, or air gaps are permitted.
- H. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.
- I. All generally accepted national touring series rules apply. We do not want a thick rule book. Series director has discretion to enforce any and all national rules.

### INTERIORS

- A. Interior is permitted to be dropped to the middle of the car a maximum of five inches (5") below the top of doors and a minimum of twelve inches (12") below the roll cage.
- B. Interior must gradually taper up to the quarter panel height.
- C. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car not creating a "lip effect".
- D. Interior must run in a straight line from behind the driver's seat to the rear spoiler.
- E. If interior is flat through the car, it must maintain a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.

### SPOILER

- A. Rear spoiler must be manufactured of material of adequate strength such as Lexan or aluminum.
- B. Rear spoiler material including hinge maximum eight and one quarter inch (8-1/4") height measured from deck to tip of material. Maximum seventy-two-inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect".
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of three (3) rear spoiler supports. Option of two (2) additional one-inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.

### ROOF AND ROOF SUPPORTS

- A. The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
- B. The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- C. Roof must be stock appearing and mounted level.

- D. All roof side (sail) panels must extend to the edge of the body. Sail panels can be opened or closed, but must be the same on both sides. If open, minimum border at any point is one and three-quarter inches (1-3/4") and maximum border at any point is three and one half inches (3-1/2"). Top of sail panel is to be fourteen inches (14") minimum and twenty inches (20") maximum. Bottom of sail panel is to be thirty-five inches (35") minimum and forty-three inches (43") maximum.
- E. Minimum air gap between end of sail panel and spoiler side board is two inches (2").
- F. Front roof posts are a maximum of four inches (4") wide and a variance of one inch (1") between left and right.

#### **ENGINE RULES AND ENGINE SET-BACK**

- A. Only conventional type V-8 engines with the cam in the block will be permitted. There will be no limit on the cubic inch displacement.
- B. Engines must be based on a factory design and must be naturally aspirated. Aluminum or steel blocks permitted.
- C. No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted.
- D. Magnetos are permitted. However, the engine must have an operating self-starter.
- E. A maximum of twenty-five and one-half inches (25-1/2") from the center of the ball joint to the front of the motor plate/engine bell housing flange will be permitted.
- F. Carburetor is limited to one (1) four barrel.
- G. All engines are limited to one (1) spark plug and two (2) valves per cylinder.
- H. No engines using coil packs are allowed. Engine must operate using a single distributor. No distributor-less engines allowed.
- I. No overhead cam engines.
- J. **CT525 provision- You are permitted to run the CT525 with the coil packs provided the following... ENGINE OPTION – CT525 GM Performance CT525 must be factory sealed or sealed with DIRT CAR DC18 or BLUE RIDGE OUTLAW SERIES 6014CT Ignition Box required**

#### **ELECTRONIC AND TRACTION CONTROL DEVICES**

- A. All electronic or computerized wheel spin or acceleration retardation traction control devices are strictly prohibited. Controlled timing devices attached to or controlling accelerator or rotation of wheel are strictly prohibited.
- B. All traction control devices utilizing wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited.
- C. Adjustable ping control devices, dial a chip controls, timing controls, or automated throttle controls are not permitted in cockpit or any other driver accessible areas.
- D. Any remotely controlled components inside or outside the cockpit of any competitor's racecar are NOT permitted.
- E. Radios or devices for transmitting voice or data are prohibited either in the racecar or on anyone connected with the car.

#### **WEIGHT**

- A. The total weight of the car with the driver will be a minimum of 2,350 lbs. as weighed on the track scales after each event. Burn off allotment of 1 lb. per lap – feature only.
- B. All weights must be painted white and clearly labeled with the car number on it.
- C. Any weight(s) must be securely attached to the frame below the body decking.
- D. Weights attached to the rear bumper and/or outside the frame will not be permitted.
- E. Pellet-type and/or liquid-type weight/ballast will not be permitted

- F. **Cars not making weight will be disqualified.**

#### **REAR SUSPENSION**

- A. No spring rods.
- B. No split birdcages.
- C. Rear Travel Limiter (Droop Rule)- A vertical travel limiting chain must be installed on the left rear of the car from the left rear axle housing to the frame. The travel limiting chain must attach to a bearing type mount or a clamp mounted bracket with the chain mounted to the top (12 o'clock) of the left rear axle tube, between the birdcage and the edge of the left rear bell of the axle housing, and to the left rear frame directly above the chain mount on the rear axle. Travel limiting chains must be installed so that when taught they are as close to vertical as possible. One (1) compliance device may be used. The compliance device must not be more than one inch (1") thick (without a load applied) and remain completely open and visible. Compliance devices can be rubber or any like material but must not be installed in any type of canister. Springs, spring-loaded, and/or pneumatic devices will not be permitted. No tapered, beveled, or roller skate type of compliance rubber will be permitted. Compliance devices must be solid material, same diameter top to bottom, not hollowed or drilled to soften the material.
- D. Droop Rule Tech Procedure- The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly is tight (no slack). The travel limiting chain is subject to inspection at any time during the event at the discretion of the officials. Cars will be jacked up on the under-slung frame rail between the center of the rear axle and the panhard bar mount. The left rear under-slung rail must be located between the left rear birdcage and the edge of the left rear axle housing bell. If a chassis is not of the under-slung design, then the car will be jacked up on the left rear frame rail closest to the Panhard bar mount. Cars will be jacked up to 51" (50" for non under-slung car) measured from the ground to the top trailing edge of the rear deck bar, six inches (6") inboard of the left rear quarter panel outer edge. An .040" shim must slide between the ground and the LR tire to pass.

#### **TIRES**

- A. **American Racers are the only legal tire. 88.0,90.0,92.0-11.0-15BT sizes allowed on any corner. SD-44/SD-48/PRO-2 compound must be utilized on the LF, RF, and LR. SD-48/PRO2/PRO4 compound must be utilized on the RR. These are the only construction and compounds allowed.**
- B. The maximum size for any tire in competition is 11"-inches x 29"-inches x 15"-inches, unless otherwise specified and made known to all competitors.
- C. The maximum outside circumference of the tire will be 93"-inches, unless otherwise specified and made known to all competitors.
- D. The maximum width of the tires measured from the outside edge(s) of the sidewalls across the face of the tire will be 16 ¾"-inches. There will be a tire hoop used for inspection and the tire must pass through the tire
- E. During technical inspection the hoop must pass over the tires freely.
- F. All sidewall markings must be always visible. No buffing, removing, or altering of the compound designations. **Compound may not be covered and must be visible for inspection.**

**DISCALIMER-** Series reserves the right to alter any rules at any time. Official's decision is final.