



2025 RULES

Note: Always refer to the Berlin General Rules unless noted. Any new rules will be noted in **RED**, **Green** are just reminders of notable changes in the past.

Chassis/Frame/Weight:

- Any Standard race car chassis with 2x3 main frame rails allowed. 1.75" diameter (minimum 090) 4 post roll cage and 4 drivers side plated door bars required. Main rear hoop and both Apillar bars must attach to the main frame rails. Foot bars are required min.1 ." X 0.90" wall.
- Minimum Frame Height 4"

Base Weight:

- Base Weights are minimums with Driver in car prior to Qualifying/Race events. - Standard straight rail late model strut type chassis (Base weight 2800lbs / Left Side 58% max) - Any Perimeter center section w/min 57" frame rail width, with no added on rails/tubing (Base Weight 2800lbs / Left Side 58.5% max)

Front clip options:

- Stock or Fab OEM front clip with stock style front lowers (50 lbs off of base weight) OEM style lower control arms must be used

Body:

- Any Template fitting nose with matching fenders and hood. (ABC, Muscle Car, Gen6). Remainder of body can be made out of any normal non exotic aluminum. - Any unaltered traditional pavement "greenhouse" made of fiberglass with **STOCK** fiberglass pillars with windows front and rear. *Roofs must be fiberglass* Any altering of roof or pillars will be deemed no longer STOCK and be subject to the attached weight and spoiler penalty. Pillars must have 90deg lip on bottom to be deemed stock (Any unaltered outlaw or non greenhouse style roof (Add 25lbs) & Reduce spoiler height by 1")
- Rear Lexan spoiler 5"x72" measured from top of decklid. Must remain straight, no curved spoilers or forward lips, may not be offset to right any further than the outside of the right rear tire "Bar used".
- 46" Max Front nose overhang
- 47" Max Rear Overhang from axle center line to spoiler base
- Measurement across back of car, (hooked on back of rear quarters) 72". Must have straight 12" tall panel across back connected to both rear quarters. (1" Lip bent back is ok

to be added for strength)

- No more than a 1" max droop/sag/concave measured down the full length & sides of the body and across. "Make it as straight as possible" If you put a straight edge/level on the side of your body, no more than 1" of concave.
- Max 1" horizontal lip is allowed on bottom of side skirts
- A Pillar window extension allowed. Max 12"

Body Heights/Widths:

- All Heights are without driver in car
 - Roof: 46" minimum roof height measured 10 inches back from top center of windshield. 104" max length from front edge of roof to base of spoiler
 - Nose: 80" wide at nose tips & top of fenders. Gradual decrease to back deck - 92" forward from base of spoiler, the Max Body Width is 76" Gradual decrease to back deck. As allowed in years past, teams are allowed to bring front of rear quarter panel back out, not to exceed 1" outside of sidewall of the rear tires
 - Rear Quarter/Deck: Max 72" wide. Max 34 1/2" from ground to top of deck - Rear Quarter behind rear tire: Min. 8"-Max 10" from ground. Max 5" of body inset per side measured from outside of tire bulge at hub center
 - Front Fender behind Front tires: Not to exceed 5" body inset on either side measured from outside of tire bulge at hub center
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- Max Nose Height 7 1/2"
 - Minimum Side skirt 4"

Track Width & Wheel Base:

- 66" Max measured with referee at center of spindle
- One side of car (Left or Right) must be a Minimum of 102" wheel base. No more than 1/2" difference on the opposite side

Suspension:

- Bump Stops & Bump Springs allowed in the front only.
- Pre-loaders, Helix's, Coil binding, Pig Tailing, frame limiters, etc.. on any part of suspension is not allowed
- All rear Trailing arms, top links, track bar, must be solid heim to heim. No lift bar, 5th coil, birdcages, stabilizer bars or rubber loaded suspension parts.

Shocks:

- Maximum MSRP price of \$350.00 per corner or max MSRP of \$900 total for all 4 shocks on vehicle. Any alterations, modifications, additions etc to the shock that put the MSRP value above the max MSRP is deemed illegal. Berlin reserves the right to impound any shock to evaluate the MSRP. If deemed to be above MSRP the 1st offense will result in a disqualification and a \$1000 fine. 2nd offense will result in a disqualification a \$1000 fine, loss of points for the year and a 5 race suspension. Coil over kits are not included in this MSRP value. If not using Bilstein Berlin Spec on all 4 corners, add 100lbs - Only one (1) NON Adjustable shock and spring per wheel. Must be mounted as/in a conventional style and be hydraulic type.

- BILSTEIN SPEC SHOCK. Must run all 4 to not have to add 100lbs. Series official's hold the right to "swap" shock(s) with competitors at any point during the day. Any shock(s) that are swapped will be sent to Bilstein to make sure they are in compliance. If shocks are deemed to be altered in any way the following penalties will apply: 1st offense will result in a disqualification and a \$1000 fine. 2nd offense will result in a disqualification a \$1000 fine, loss of points for the year and a 5 race suspension. (Berlin Spec shock is available to purchase at Berlin Raceway)

Sway Bars and Spindles:

- Spline Bars Allowed
- Any type of steel Spindle.

Brakes:

- Working brake on each corner
- Minimum 1.25 Front Rotors & .810 Rear Rotors. No Scalloped or Drilled rotors - Any cooling ducts must come from front of nose or shroud
- No Brake/Bead Blowers

Engines:

- STOCK 19370602 - CHEVROLET PERFORMANCE PARTS 602 (SEALED) engine is the mandatory engine with no modifications allowed. The only exception is you are allowed to use the 604 crate engine oil pan (Recommended option) or 7" inexpensive steel oil pan (Retail \$150.00 or Less) and use of PAC1210x valve springs (installed heights are the same) . If engines are deemed to be altered, unsealed, use of fake seal or resealed in any way other than the oil pan/valve springs stated above, the following penalties will apply: 75 lbs base weight add on if addressed prior to qualifying tech. Disqualification if found post qualifying

Engine can be impounded and dyno tested. modifications to engine from stock will result in loss of engine and suspension.

- Max RPM allowed is 6000.
- Carb Spacer: Max 1" Single, multi-bore, straight bore spacer plate allowed only, (1" including gaskets). No tapered spacer
- Carburetor: Must use Holley 650 CFM HP P/N 80541. All Carburetors must pass all dimension tool specs.
- All 602 Engines must be equipped with either a stock style HEI distributor with coil in cap. MSD Soft Touch Rev Control Part #018-8728 or 018-8727CT Or A ONE FAST Cams Ignition part# 6000-6700 (HI-6RC) and a Coil part# 730-0192 (PS92N), Rev limiter must be operational at all time and rpm dials securely covered. One ignition box only. All teams must use the All-Star part# 81220 distributor and must be locked with no mechanical advance.

Engine Location:

- Engines must be located so that the furthest forward spark plug hole is no more than 4" setback. Crankshaft centerline must be 12" minimum from ground

Exhaust:

- Headers maximum retail value \$400. No stainless steel. No Tri-Y or Merge Collector type exhaust allowed. Mufflers are mandatory.
- Exhaust must exit out of the right side door area of car

Electrical System:

- Crane, Fast, JMS Ignition Box. MSD no longer allowed
- Must be mounted out of the Drivers reach.

Transmission/Clutch/Driveshaft:

- Any OEM or aftermarket transmission may be used with max \$2500 MSRP. (Bert, Brinn, Falcon Recommended)
- All clutch components must be made of magnetic steel including flywheel. - Must use a bell housing and must have an opening to check clutch and components. - Driveshaft must have safety hoop. (Recommend one front and one rear).

WEIGHT:

- Lead Ballast only and must be painted white and lettered with number.

Rear Ends:

- Ford 9" or quick change. Iron or steel 9" carriers (pigs). Quick change must have minimum ring gear diameter of 10".
- Aluminum Axle Tubes are allowed.
- Rear ends must be locked (Spool) Minimum axle diameter 1.170 inches at smallest point. No Strange type axles allowed.
- No cambered rear end tubes, snouts, etc.

Radiators:

- Radiator must be in front of engine and must retain stock appearance.
- Must take all air to radiator through front of nose (30" max width radiator shroud bottom.)

Fuel and Fuel Cell:

- No oxygen bearing fuel or performance enhancing additives may be used. E-85 is allowed. In the event it is used in a crate engine, add 25 lbs to base weight. All other engine/carb rules still apply. Open engine E-85 use, weight addition does not apply
- Fuel cells with rubber bladders and fuel cell plates are mandatory.
- Fuel cell protector plate is 1/8" min. thickness steel, and must be mounted on the front side of cell. (2)- 1/8"x2" steel straps required around fuel cell
- Fuel cell minimum height is 8"

Wheels/Tires:

- 10" Max Steel Racing Wheel/Rim
- No Bleeders
- Steel Lug nuts
- Race Tire -American Racer - AR 970
- Tire Rotation: 4 tires are allowed on opening night. Then a 2-1-2 tire rotation will

be enforced after that. (See general rules for more tire rule clarification)

Transponders:

- Must be mounted on rear end housing or on frame rail directly below rear end housing.

Bumpers/Door Bars:

- Must be steel with minimum wall thickness .063

NOT ALLOWED:

- Titanium, drilled out or lightened bolts allowed on any part of car
- Tungsten
- Radios or Mirrors at any time vehicle is on track
- Carbon Fiber, Kevlar, or any other deemed exotic material
- Under Body Panning or Louvers
- Electric Fuel Pumps
- No Hood Scoops with Template fitting front body
- No Added Fender Flares

Weight Penalties:

- Cambered Rear Ends (Add 25lbs)
- Rear Differential "Unlocked" Unit (Add 50lbs, Reduce Left side .5%)
- Open Engine Option: Must meet crank height / location requirements. Max Rpm 7000 (Add 75 lbs to base weight) Rule to be reviewed at 2025 completion and may extend past 2025
- Any Unaltered Non Template fitting store bought wedge style nose with manufacturer matching fender/flares Only alterations are to achieve the 80" max width dimension. (Add 25lbs.) Splitter material along bottom of nose may not extend past the inside of the nose mold and must be flush. Meaning you can't extend for panning
- Any unaltered Outlaw or Non Greenhouse style roof (Add 25lbs) & Reduce spoiler height by 1"

Drivers are responsible to declare their required weight/heights based upon above rules. Berlin Raceway reserves the right to adjust/change any rule and or mandate a change on a competitors car before and or during competition. Berlin Officials have final decision of all participants, and vehicles.