



2016

FACTORY STOCK RULES

- BODY:** Any American made stock passenger car body on a stock unaltered full frame, or Chrysler unibodies. **NO** front wheel drives. Stock appearing aftermarket plastic nose or tail pieces are allowed. Rear of car must be sealed off, no exposed fuel cell. **NO** spoilers (even if factory equipped), wings, skirts, air scoops, hood scoops, or anything that alters stock appearance. Bodies cannot be moved from the original rubber bushing no more than +/- 1". A front visor is allowed on the windshield area **MAX** 7 inches. No side or rear window visors allowed. Sunroofs and T-tops must be reinforced and enclosed. No nerf bars. Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. All glass, plastic, upholstery, lights, mirrors, and trim must be removed. Cars must be stock appearing. **NO** cutting, channeling, shortening, or modifying is allowed. **NO** excessive trimming of fenders or hoods allowed, must maintain stock appearance. **NO** enclosed interiors, or decking allowed. All doors, fenders and window openings must remain stock appearing and OEM dimensions. All doors and quarters must have factory curve. No part of dash can be more than 28" from back edge of the center of the hood. Front and rear firewalls must remain in stock location and be full and complete. Cars must have a complete stock steel roof. **ALL** openings should be covered as to isolate the driver, subject to track approval.
- BUMPERS:** Stock type rear bumper required, or a fabricated front bumper may be used with the following conditions: cars **with** aftermarket nose pieces- the bumper may extend past frame rails for support and reinforcement. Must be behind nosepieces. Cars **without** nosepieces- the bumper may not extend past front frame horns. **NO SHARP EDGES.**
- ROLL CAGE:** Minimum four-point cage, minimum size 1 ½ "O. D. by .095 "wall thickness. Minimum three bars in driver's side door, and two bars on passenger side door (three bars if passenger in car). Must have three bars in front of driver and passenger in windshield area.
- ENGINE:** Must be stock for the make and model except no 400's or larger small or big blocks. Cast piston only, Chevy must use 4 equal valve relief pistons. OEM crankshaft only (cannot be lightened or altered in any way) OEM steel connecting rods only. Must remain OEM length, weight and appearance. Aftermarket water pump, mini starter, pulleys, harmonic balancer and oil pans okay. Oil pans must have 1" inspection hole. Aftermarket power-steering pumps okay. Metric cars may run a 350. **NO** stroking or de-stroking. Engine must be in stock location. Solid motor and transmission mounts okay. Maximum cranking compression 175 lbs. (ignition off, engine turned over 5 times).
- CAMSHAFT, VALVETRAIN, AND CYLINDER HEADS:** Hydraulic cam and flat tappet lifters only. .447 maximum lift. Must maintain 14" of vacuum at 1200 rpm. 1.94 maximum intake valve diameter, 1.50 maximum exhaust valve diameter on Chevrolet engines. Stock size valve springs and stock length and diameter pushrods only. Stamped steel 1.5 rockers on Chevy, 1.6 on Ford and Chrysler, **NO** roller tips. Open chambered heads only, must be unaltered, O.E.M. **NO** porting, polishing, or gasket matching allowed. Screw in studs and guide plates ok. 305 engines may use 305 heads (no vortec).
- CARBURATION AND FUEL SYSTEM:** Holley 4412 2-barrel only. Must be unaltered. Choke plate may be removed. 4412 must be cast into body of carb. Maximum spacer and adapter 1" combined total. Fuel pump must be in stock location for make, **NO** electric pumps or fuel injection even if factory equipped.
- EXHAUST:** Stock un-altered cast iron exhaust manifolds only. **NO** Chevy center dump, Corvette, marine, or tubular steel type manifolds.
- INTAKE MANIFOLD:** Stock unaltered aluminum or cast iron intake only. **NO** aftermarket or stock high performance or high rise. **NO** bowties. **NO** porting, polishing, or gasket matching.
- TRANSMISSIONS:** Any stock type automatic or manual. Automatics must have working 11" torque converter. **NO** direct drives. Trans. Cooler ok. Manual must have 10.5" clutch, flywheel and pressure plate must be steel. **NO** mini clutches. Steel drive shafts must be painted white and have a loop 6" from front u-joint.
- FUEL:** Pump or racing gas only. **NO** additives or smells. Fuel tank must be secured in trunk. Fuel cells recommended.
- SUSPENSION:** Front and rear suspension must be stock for that make and model of frame. **NO** air shocks. **NO** alterations

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to any part of the suspension will be allowed. Any spring in stock location, no adjustable weight jacks of any kind, must sit in unaltered stock mounts. May run IMCA type upper control arms. Shocks must have stock type rubber ends, no screw on type rod ends, must be mounted in stock location on frame.

12. **REAR END:** Stock rear-end for make and model. Gears may be locked. Gear ratio optional.
13. **STEERING / DRIVER SEAT:** Steering boxes must remain in stock location. Aftermarket steering wheel and quick release steering coupling are recommended. Quick steer boxes allowed. **NO** part of driver seat may be further back than 25" forward of center line of rear end housing.
14. **RADIATORS:** Any (1) radiator that fits in original location without any body modifications is allowed. Water pump mounted fans only, **NO** electric fans. Fan spacers ok.
15. **IGNITION:** One 12 volt battery only must be mounted securely in rear of driver's compartment or trunk area. One stock type distributor in stock location only. Ignitions on/off switch must be clearly marked. **NO** traction control devices of any kind.
16. **BRAKES:** May use any (1) one master cylinder. Aftermarket pedal OK. Must have at least 3 working brakes. Right front may be blocked. **NO** bias adjustment is allowed. Disc brakes allowed in rear, **NO** aluminum or composite rotors. Must use steel stock type rotors on rear disc.
17. **TIRES AND WHEELS:** 8" maximum wide wheels allowed, 15" diameter steel wheels only, wheel covers and mud plugs right rear only. **NO** bead locks or screws allowed. **NO** bleed-off valves. Must run 1" steel lug nuts. Approved Hoosier asphalt pull-offs only, 1075, F45, F50 or F56. May also run F40. Must durometer 51 or higher. **NO** grooving, siping, or softening allowed. **NO EXCEPTIONS.**
18. **WEIGHT:** Weight may be securely added in trunk or under the hood, but not in plain view or within the driver's compartment. Car must weigh minimum 3000 lbs. with driver after race.
19. **COURTESY RULE:** Any car with "minor" rule infractions will be allowed to race (1) event. Cars with infractions are subject to weight penalty.
20. **SAFETY:** 3 or 4 point quick release seat belts. Fire retardant gloves, neck brace, suit. Neck restraint system o.k. Racing shoes recommended. SA 2010 helmets and newer recommended.
20. **CLAIM PROCEDURE RULES:**
21. **ENGINE CLAIMING RULES:** Any driver in the same race on the lead lap may claim one of the top three finishers immediately after the "A" feature in the tech area.
 - (A) \$500.00 and swap claim on engines.
 - (B) Claim does not include - Flywheel, clutch/assembly, bell housing, breathers, carburetor, starter, motor mounts, oil/temp sending units, water pump, fan, pulleys, dip stick, distributor, wires, water outlet/restrictor, fuel pump, fuel pump plate/rod.
 - (C) Driver may **NOT** claim another driver finishing in a position behind them and may not claim the same driver more than once per calendar year.
22. **CARBURETOR / DISTRIBUTOR / SHOCK CLAIM RULES:**

The official claiming area is in the tech area, or wherever track designates. Claim must be made immediately after the "A" feature race finishes (checkered flag). Only the driver may make the claim. Driver must have money. The claiming driver must be on the same lap as the driver being claimed. Only the top three cars may be claimed by another driver. A driver can claim another driver's multiple claims on the same carburetor, distributor, or shock, a draw will be held with claiming drivers to determine who gets claim. Refusal to sell will forfeit all cash, trophies, and points for the night. If claim is refused, claim is **NOT** held against driver who made claim.

Carburetor claim \$200.00 and swap, Shock or Spring claim \$20.00 each and swap, Distributor claim \$100.00 and swap.
23. **PROTEST RULE:** Any driver in the same race on the lead lap may protest another car immediately after feature in the tech area. \$250.00 cash per component \$50.00 to the track, if legal protested car gets \$200.00 if illegal protestor gets \$200.00 back.