

Factory Stock Rules

IF IT DOESN'T SAY YOU CAN.....YOU CAN'T!! DRIVER STAYS IN CAR UNLESS ON FIRE!

SAFETY REGULATIONS:

1. Roll cages are required. No screw joint fittings allowed. The minimum requirement for all roll cages on all cars shall be an "A" shaped affair, constructed of at least 1 1/2" OD pipe with bars running from the upper right corner to the lower left corner, and just the opposite on the other side, forming an "X" as viewed from front to rear. There must also be a cross bar on top of "A" and 4 bars down the side and 4 bars around the top to complete a caged affair around the driver. All roll bar pipes must be at least .095 in thickness. Must have 4 kidney bars on the driver side and 2 bars on the passenger side. **MUST HAVE 4 BARS ON DRIVERS' SIDE.** The driver and passenger door inner liner only may be altered as necessary to install bars in the door area. No further gutting allowed. Gussets required. Bars may be added to protect radiator and gas tank areas. Minimum of 3 1/4" bars in front of the driver required. 1/8" doorplate is mandatory.
2. Fuel cells, mounted inside cans, are MANDATORY. Fuel cells must be in stock location, and can't be mounted above the rear end housing. 32 Gallon maximum. Fuel cells must be securely installed with 2" wide by 1/8" steel straps. Pump or racing gas only. No electric fuel pumps. NO nitrous oxide or other enhancing chemicals allowed. **FUEL CELLS MUST HAVE ROLLOVER CHECK VALVE.**
3. **ALL ITEMS/PARTS NOT ADDRESSED IN THE FOLLOWING RULES & REGULATIONS ARE TO BE OEM UNALTERED PARTS - EXACTLY AS PRODUCED BY THE ORIGINAL MANUFACTURER. FRAME & BODY.**
4. Any year model American made car. No front wheel drives allowed.
5. Wheelbase must be production stock. 1" tolerance. No subcompact cars. Rack and pinion cars must have factory stock parts only. If chassis is altered or steering parts are not stock or stock replacement and in stock location ~ it's not legal. All unibody cars must be tied together. Must have a complete stock or aftermarket floor pan and firewall. Crossmember may be notched for fuel pump. Rear of frame behind upper shock mounts may be replaced with round, square or rectangular tubing. Cannot narrow right rear frame for tire clearance.
6. BODY: Bodies must have a factory production appearance and may be made of sheet metal or aluminum. Any body style is acceptable as long as it is GM to GM, Ford to Ford, Dodge to Dodge. **Body must match frame.** Example: Leaf Camaro to leaf Camaro. Hoods & trunk lids must be pinned down. Front & rear inner fender wells may be removed. Trunk area may not be cut no further than pinion of rear end. Must have stock type floor pad rocker panel to rocker panel-third member pinion to front firewall. FLOOR PAN: Fabricated Firewall and floor pan mad of 18-gauge metal or minimum of .049" thick steel securely welded to the frame. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame with exception of a maximum tall 8" drive shaft tunnel and similar to OEM tunnel in size. Firewall can be moved back 2" max from stock location. Interior must be completely sealed off from engine, ground and trunk. Holes in firewall must be covered. Plastic nosepiece and tailpiece allowed, recommended to match body. No late model noses allowed. **Plastic may be used to conform the front fender to the nose. Must CONFORM to body lines.** No bat wings. Must be in full

contact with the fender. Ground effects OK. All glass must be removed, all window openings in body must remain open. A maximum 7-inch metal sun visor allowed across top of windshield opening. All doors must be securely fastened. No raised quarter panels. Fenders and quarter panels may be trimmed for tire clearance. Rear of body may be open 8 inches maximum on each side. **Deck height not to exceed 40 inches.** Spoiler must not exceed 6 inches in height & only 2 end braces are allowed not to exceed 12 inches in length. Spoiler may not be wider than trunk lid. **FIBER GLASS ROOF IS OPTIONAL – MUST BE OEM SPEC & SIZE. Rear quarter panel slope down 1 inch from back sail panel.**

7. Bumpers may be square or round tubing, minimum size 1 ½" round tubing on rear bumper. Bumper must not protrude past the car's body. Must have tow loops front and rear. Bumper mounts must be steel. Front and Rear tubular bumpers allowed, must be covered by plastic nose and bent to fit with rounded ends. NO sharp edges on bumper or bolts.

8. All weights must be painted white with the car number on it and securely fastened with 2 ½" bolts to eliminate injury and hazardous conditions. Failure to have the car's number on a weight or failure to have it securely fastened are grounds for disqualifications or position penalty at the discretion of the Tech official.

9. Enclosed interiors must have inspection panel. All glass, chrome and trim must be removed, including headlights and taillights. No rear view mirrors allowed. Factory gauges may be removed. May replace factory dash with aluminum. All flammable material must be removed. Wiring harness may be removed and replaced. All window openings must remain factory size. 3 1/4" bars in front of the driver's window are mandatory. 1/8" thick doorplate is mandatory, door plate must go from the back of the cage to 5" in front of the seat. Bars may be added to protect gas tank and radiator areas.

10. Car Number must be clearly marked - 24" height & 3" stripe width min. Please no duct tape letters or numbers. Must be different color than that of racecar. If the scorers can't read it, you will not be scored.

11. Racing seat is **MANDATORY. WINDOW NETS MANDATORY.** NO part of the driver seat may be no further back than 25 inches forward of the center line of the rear end housing. A 5-point harness with crotch belt is mandatory. Helmet must have a Snell Rating of 2010 or newer. A neck brace or a head/neck restraint (Hans or hybrid), fire suit and fire-resistant gloves & shoes are required. Must have a fire extinguisher mounted within the reach of the driver. **THESE ARE MANDATORY, NO COURTESY NIGHTS.**

12. **** FULL CONTAINMENT SEATS W/HEAD/NECK RESTRAINTS ARE HIGHLY RECOMMENDED****

13. Quick release steering wheel and 3/4" round steering shaft **MANDATORY.** Quick Steer Allowed. NO stock columns.

14. Aftermarket clutch and brake pedals allowed

15. Weight - 3200 lbs. after race with driver. Top 5 cars weigh after heat and A feature races (plus any other car we choose.) "B" feature transfer cars must weigh also. **ENGINE & DRIVE TRAIN:**

16. **MUST HAVE 180 DEGREE EXPLOSION PROOF STEEL BELL HOUSING.** (Inspection hole required if 360 degree) ***2 INCH INSPECTION HOLE IF 360 DEGREES***

17. ENGINE: Must be stock production. NO aftermarket blocks allowed. 90 or newer blocks are allowed. NO 400 blocks. GM to GM, Ford to Ford, Dodge to Dodge. NO bowtie or aluminum blocks. Stock GM 3.48 stroke, 2.10 rod journal size on gm crankshafts. OEM replacement crank (stock 3.48 stroke and weight, 49lb. Min, OEM replacement only) allowed. Crankshafts may be turned .010, .020 or .030. STOCK or STOCK replacement; thru- bolt OR cap screw - 5.7 (length) I BEAM rods only, PMF rods allowed. NO H beam rods. No polished rods. Must have a 1" plug in the oil pan on the driver's side behind the motor mount for tech inspection. Casting numbers must be readable by tech official. Maximum cubic inch displacement to include clearance and wear is 360 for GM, 363 for Ford and 370 for Mopar. FLAT TOP or DISHED PISTONS ONLY. **Crank stroke must match block**
18. Engine setback: #1 plug allowed to be even or forward of upper ball joint.
19. INTAKE: Unaltered OEM cast iron or aluminum intake (Marine included) or unaltered aftermarket dual plane aluminum intake manufactured by: Weiand, Edelbrock, Holley or Professional Products AND approved by track officials. NO porting or gasket matching of the intake or heads. NO acid dipping. Intake can NOT be worked/reworked under carburetor area. NO AIR GAP, Brzezinski, Torque Link or cross ram types. Plenum divider must be even/flush across the top. Intakes are subject to Tech Officials decision.
20. EXHAUST: Manifolds or Headers allowed. No Tri-Y. **Mufflers or inserts mandatory.**
21. CARBURETOR: CAN BE NO LARGER THAN A HOLLEY #4412 500 CFM 2 BARREL AND MUST PASS INSPECTION FROM TOP SIDE WITH GAUGE. BOTTOM THROTTLE PLATE HOLE 1 11/16" / TOP 1 3/8" MAY RUN ROCHESTER (SUBJECT TO PASS INSPECTION). NO AEROSOL CARBS. ONE 1" carb spacer allowed. Cannot exceed 1 1/2" total height, including gaskets. STEEL ONLY DRIVESHAFTS
22. IGNITION: OE Factory distributors ONLY. (GM = HEI) No remote coils on GM distributors. No Ignition boxes MSD/GM etc. Module must be OEM style. No chip module. Battery may be relocated and must be securely mounted in a battery box/trey w/hold down. Battery must be in marine type case if mounted in driver compartment. Recall tach's allowed. No onboard electronic devices capable of storing information of any kind allowed. No electronic amplifying devices allowed.
23. CAMS: Hydraulic camshafts & lifters only - Max. 480 lift at the VALVE. Stamped steel style rocker or 1.5 roller rocker arms only. Must be factory stamped. (GM 1.5 ratio). NO flat tappet cams, NO mushroom cams. NO roller hydraulic cams. NO hydraulic roller lifters. If you have a doubt check with tech before competing. Zero valve lash is required. No stud girdles.
24. HEADS: STOCK cast OEM production, or unaltered summit racing part number SUM-152123 (SR) heads ONLY. Vortec OK. Maximum Valve size allowed is INT 2.02 & EXT.1.60. NO titanium valves allowed. Maximum 1.25" diameter valve springs ONLY (+ .015 tolerance). Guide plates allowed. Screw in studs allowed. Poly locks allowed. NO stud girdles. NO beehive valve springs allowed. NO aluminum heads. NO GM angle plug heads. NO BOW-TIE performance heads. NO angle milling the block or heads, NO Brzezinski products. NO porting, NO polishing, NO acid dipping, or anything similar is NOT allowed. Ford and Mopar are allowed GT40 and W-2 heads. Casting number must be readable by tech official.
25. TRANSMISSION: Factory stock automatics or standard transmissions must have ALL working gears. A 10 1/2" minimum steel/organic single OEM style disc-type 360-degree full clutch with a steel pressure plate and an unaltered STEEL flywheel are allowed 16 lbs. minimum flywheel weight. Aftermarket clutch

pedal allowed. Stock type, 10" or larger, converter allowed. WORKING factory type torque converters required on all automatics and must contain no less than 3 quarts of fluid at tech inspection. Drivers must be able to put the car in gear from park / neutral and move forward and reverse at any time requested. Must have driveshaft loop 6 inches back from u-joint. Shaft & loop must be painted white. NO DUMMY converters. NO lighten transmissions. NO direct drive transmissions.

TIRES, WHEELS, BRAKES & SUSPENSION:

26. TIRES & WHEELS: Hoosier asphalt pull off tires or IMCA Hoosier G-60 tires only. NO recaps or dirt late model tires. Steel racing wheels only. Maximum width is 10". 5/8" wheel studs and 1" lug nuts MANDATORY. Bead-lock allowed on Right Rear ONLY. NO plastic or aluminum wheels. NO bleeder valves. Tires must durometer at 50, at any time.

27. SPRINGS: Racing springs allowed on front and rear. Adjustable/Cheater weight jacks allowed on the front only. Rear springs must use stock upper spring pads in stock location ***AND BE NO TALLER THAN 16-INCHES MAX***. NO weight jacks or adjustable/cheaters on the rear. NO spring sliders.

28. SHOCKS: Unaltered non-adjustable rebuildable, steel racing shocks allowed. Shocks must mount in stock location on front & rear. Only 1 shock per wheel. The GM rear OEM shock location is 4 1/2" from the bottom of the housing to the center of bolt hole and must be centered on the control arm bracket. NO external or internal bumpers /stops allowed. NO Bulb-type, threaded body, coil-over, air, or any remote reservoir shocks. NO Gas port, Schrader valve or bladder type valves. NO coil-over eliminators. NO heim mounts. NO aluminum shocks. NO spring assisted shocks unless it came factory on that vehicle. No shock spacers. May not be spaced up or down. 1 inch maximum spacers allowed on the rear end.

29. FRONT SUSPENSION: All components and mounts must be steel, unaltered OEM or STOCK OEM REPLACEMENT, in STOCK OEM location and match frame. OEM rubber or polyurethane A-frame bushings. STOCK OEM or OEM replacement ball joints allowed must be stock length only. No chains or cables. The upper A-frame mount must remain STOCK OEM location and cannot be moved. Suspension stops of any kind are NOT allowed. OEM or non-adjustable tubular A frames allowed (aluminum or steel cross shafts). Any OEM replacement part that DOES NOT measure exactly the same as an original manufactured product (OE control arm / trailing arm) AT ANY POINT on it, is NOT allowed. All control arms must mount on/in stock unaltered positions. NO Heim / johnny joints. MOOG OEM style problem solver offset upper control arm shafts are allowed. 8 inch right or 8 1/2 inch left aftermarket upper control arms lengths only. **3 piece spindles optional. Tie rod end adjusting sleeve may be replaced with a 5 (five) inch steel tube. Ball joints must be OEM stock length.**

30. REAR SUSPENSIONS: All components and mounts must be steel, unaltered, OEM and/or an unaltered OEM exact specification replacement part in OEM location and match frame. OEM rubber control arm bushings or polyurethane bushings allowed. The center of the rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing (that is the tolerance). NO independent rear suspensions. NO sway bars, panhard bars, J-bars, or rubbers, chains or cables. NO gold tracs or any form of traction devices allowed. Cars will be checked in tech. NOTE: Trailing arms must match frame, Metric on Metric, etc.... ONLY unaltered OEM or aftermarket square tube rear control arms allowed. Any OEM replacement part that DOES NOT measure exactly the same as an original manufactured product AT ANY POINT on it, is NOT allowed. Trailing arms must mount on/in stock unaltered positions. NO Heim / johnny joints

31. BRAKES: 3 or 4-wheel brakes allowed. Aftermarket brake pedals allowed. 4 to 3-wheel brake shutoff valve is allowed, location is optional. NO front to rear shutoff allowed. No brake bias adjustment allowed in the cockpit. Brake bias gauge must be removed. Brake lines must be visible. NO traction control.

32. REAR END: 9" Ford rear end allowed, but must be mounted as an OEM rear end (centered) for that make and model. Grand National rear ends allowed. NO gun drilled axles. Torque dividing mini spools or differentials are NOT allowed. No Gold Tracks allowed. GM rear ends MUST have axle retention. All rear ends must be locked.

PROTESTING:

THE TRACK reserves the right to protest any car/driver at any time.

33. THE DRIVER PROTESTING MUST HAVE PARTICIPATED IN TWO (2) PREVIOUS CONSECUTIVE FEATURES AT THE TRACK AND ONLY THE TOP 4 CAN BE PROTESTED. PROTESTING CAR MUST HAVE FINISHED ON THE LEAD LAP. THE DRIVER GETTING PROTESTED WILL HAVE 10 MINUTES - TO PROTEST DRIVER PROTESTING HIM/HER, - IF HE/SHE WISHES TO DO SO, DRIVER MUST GIVE THE CASH TO THE FLAGMAN OR TECH MAN WITHIN 10 MINUTES AFTER THE END OF THE RACE.

\$550 - Cash & Swap - \$50 Goes to Wrecker for Pulling Engines.

\$425.00 - Complete Tear Down: Includes: Clutch, Upper engine and crank weight.

\$200.00 - Upper engine protest. Heads / Bore / Stroke / Inspect for lightened crank

\$125.00 - Transmission and/or clutch and flywheel / includes weight.

\$100.00 - Suspension/Shocks

\$50.00 - of the protest money goes to the driver's point fund.

\$25.00 - of the protest money goes to the wrecker - if used to pull the engine.

\$100.00 Claimer on each shock. May claim 1 to 4 shocks. Driver can only claim 1 set (4 shocks), or 4 individual shocks, per season.

VISITING FACTORY STOCKS MUST COMPLY WITH ALL MAJOR RULES.