



## 2022 FACTORY STOCK RULES

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have agreed to and complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guideline for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

Speedway Management shall possess the sole power to permit reasonable and appropriate deviations from the standards set within these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATIONS. Decisions regarding interpretation and/or deviation of/from these rules by Speedway Management are made at their discretion and are final.

### **1. GENERAL SAFETY**

- 1.1. Westhold Transponders and RaceCeiver type one-way radio receivers are required any time on the track, including Hot Laps, Heats, B's / Last Chance, Features
- 1.2. Fire System (RECOMMENDED) or working fire extinguisher required within reach of driver while strapped into car
- 1.3. Snell-rated SA2015 or SA2020 helmet required
- 1.4. SFI-approved full fire suit, fire retardant gloves, shoes, and head & neck restraint (neck brace ok) REQUIRED
- 1.5. Minimum three-inch wide SFI-approved five-point safety belt system required (two-inch shoulder harness OK with approved head & neck restraint system)
  - 1.5.1. Safety belts must not be more than three years old from date on SFI tag, no more than two years recommended
- 1.6. Roll bar padding (fire retardant recommended) required in driver compartment
- 1.7. Electrical Master Kill Switch required within easy reach of driver with clearly marked 'ON' and 'OFF' positions
- 1.8. Properly mounted weight!!
  - 1.8.1. All weights must be mounted with at least two 0.500" Grade 8 bolts
  - 1.8.2. NO WARNINGS FOR IMPROPERLY MOUNTED WEIGHT – ANY INCORRECTLY MOUNTED WEIGHT WILL BE GROUNDS FOR IMMEDIATE DISQUALIFICATION FROM THE EVENT WITH POSSIBLE FURTHER PENALTY
- 1.9. All cars must have a 16x20-inch minimum window net

### **2. APPEARANCE**

- 2.1. All cars must be numbered with large, legible numbers on both sides, the roof, and on the nose and tail panel.
  - 2.1.1. Side numbers should be in contrasting color from the body and at least 4 inches thick and 18 inches tall



2.1.2. Roof numbers should be at least 4 inches thick and 24 inches tall

### **3. BODY**

3.1. Any American made stock passenger car body on a stock, unaltered full frame, or Chrysler or Ford unibodies

3.1.1. No Trucks

3.1.2. All bodies must adhere to body dimensions on body diagram below

3.2. Stock appearing, aftermarket nose and tail piece allowed

3.2.1. Must match make – i.e. Ford on Ford, GM on GM, etc

3.2.2. Nose piece may be drilled for air

3.2.3. Nose piece may not be extended with any type of material

3.2.4. Rear of car must be sealed off – NO EXPOSED FUEL CELL

3.3. No spoilers (even if factory equipped), wings, skirts, valiances, air scoops, hood scoops, or anything that alters stock appearance

3.4. Bodies must be located withing +/- 1 inch of the original body mount rubber bushing and cannot be less than 5.500 inch from the ground

3.5. Front windshield visor is allowed – MAXIMUM 7 inches

3.6. No side or rear window visors allowed

3.7. Sunroofs and T-Tops must be enclosed

3.8. No nerf bars allowed

3.9. Maximum 1-inch wide by 2-inch-tall steel or lexan rub rail allowed

3.9.1. Must be bolted flush to body

3.10. All glass, plastic, factory upholstery, lights, mirrors, and trim must be removed

3.11. Cars must be stock appearing

3.11.1. No cutting, channeling, shortening, or modifying of body allowed

3.11.2. No excessive trimming of fenders or hood allowed

3.11.3. No holes allowed in hood for air supply – must remain stock OEM appearance

3.11.4. If hood does not match 'P' Dimension on body diagram below, fenders must be removable with 0.250" (7/16" head) bolts

3.11.5. All doors, fenders, and window openings must remain stock appearing and OEM dimensions and must be the same on both sides

3.12. No straight slab sides

3.13. No enclosed interiors or decking allowed

3.13.1. Front edge of rear deck may not extend further than 8 inches forward of rear end centerline and must have at least 2 inches of continuous drop from front to rear

3.13.2. Rear of dash may not extend further than 35 inches from the center of distributor, or 28 inches from back edge of the center of stock hood



- 3.14. Original OEM front and rear firewalls must remain in stock location
  - 3.14.1. Front firewall must match the frame used and OEM mounts must be visible
  - 3.14.2. Front OEM firewall may be replaced with steel fabricated firewall, 18-gauge (0.049") thickness
  - 3.14.3. Front firewall may be no further back than the rear edge of oval frame hole, must be vertical, and 24 inch minimum to 26 inch maximum tall
  - 3.14.4. Driver's compartment must be completely sealed off from engine compartment
- 3.15. GM 'G' body cars may utilize a fiberglass OEM replacement roof
- 3.16. Hood and trunk must be able to be removed without tools

#### **4. FLOOR PAN**

- 4.1. OEM floor pan may be cut 6 inches behind OEM mounts in a straight line across to the other side and be replaced with steel fabricated floor pans
  - 4.1.1. Must use minimum 18-gauge (0.049") steel welded to the frame
  - 4.1.2. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail with the exception of a maximum 8-inch-tall drive shaft tunnel and OEM similar transmission tunnel.
  - 4.1.3. Interior must be completely sealed off from engine, ground, and trunk

#### **5. FRAME**

- 5.1. Frame must be full and complete
- 5.2. May not be widened, narrowed, shortened, lengthened, cut, bent, or altered to change suspension bracket geometry
- 5.3. Rear of frame behind upper shock mounts may be replaced with round, square, or rectangular tubing
- 5.4. May not narrow right rear frame for tire clearance
- 5.5. No frame alterations allowed
- 5.6. May not cut frame for tie rod, fuel pump, or oil pan clearance

#### **6. BUMPERS**

- 6.1. Stock type rear bumper required
- 6.2. Fabricated front bumper may be used with the following conditions
  - 6.2.1. Cars with aftermarket nose pieces – bumper may extend past frame rails for support and reinforcement, but must be completely behind nose piece
  - 6.2.2. Cars without aftermarket nose piece – bumper may not extend past front frame horns
- 6.3. No sharp edges
- 6.4. Must have a minimum 5/16-inch diameter chain welded or cable attached to front and rear of car to allow tow truck to attach easily – This will be a DQ item
- 6.5. Rear bumper must be covered by aftermarket tail piece if present



## **7. ROLL CAGE**

- 7.1. Must use a minimum 1.500-inch x 0.095-inch steel tubing for main cage and door bars
  - 7.1.1. No aluminum or other metals allowed for cage construction
  - 7.1.2. No square tubing or pipe (galvanized or black) allowed in main cage construction
- 7.2. No offset cages allowed
- 7.3. All roll cage connections must be completely welded
- 7.4. Front hoops around engine area OK
- 7.5. No adjustable bars or slip joints in the frame or cage allowed
- 7.6. Full-perimeter 4 post roll cage design with continuous hoops required
  - 7.6.1. Must have diagonal bracing within main hoop plane
  - 7.6.2. Front down bars must be tied together
  - 7.6.3. Must have rear down bars from top of main hoop down to chassis
  - 7.6.4. Driver's head must not protrude above roll cage when strapped into seat with helmet on
- 7.7. Minimum 3 horizontal door bars required on left (driver's) side
- 7.8. Minimum 2 horizontal door bars required on right (passenger's) side – (3 recommended)
- 7.9. Door plate required from top door bar down to frame
  - 7.9.1. Must extend from main hoop to 6-inches in front of seat
  - 7.9.2. Minimum 18-guage (0.049-inch) steel material
  - 7.9.3. Must be welded in place
  - 7.9.4. Must be visible for inspection
- 7.10. Must have fuel cell protection bar behind fuel cell and inside trunk area

## **8. ENGINE**

- 8.1. ENGINE OPTION #1
  - 8.1.1. Must be stock for the make and model, except no 400 or larger displacement small or big blocks
    - 8.1.1.1. Metric cars may run a 350
  - 8.1.2. Cast piston only – must use 4 equal valve relief flat top or dish pistons
  - 8.1.3. OEM crankshaft – may not be lightened
    - 8.1.3.1. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws
  - 8.1.4. OEM steel connecting rods
    - 8.1.4.1. Must remain OEM length, weight, and shape
    - 8.1.4.2. Press pins only
  - 8.1.5. No lightening of any parts



- 8.1.6. Aftermarket water pump, mini starter, pulleys, harmonic balancer, and oil pan allowed
  - 8.1.7. Aftermarket power steering pumps allowed – must be belt driven
  - 8.1.8. No stroking or de-stroking
  - 8.1.9. Engine height and setback must be in stock location +/- 1 inch
    - 8.1.9.1. GM Metric frame center of fuel pump must be located a minimum of 1.750 inches in front of unaltered cross member
  - 8.1.10. Maximum cranking compression 175lbs – ignition off, engine turned over 5 times
  - 8.1.11. Oil pan must have at least 1 inch inspection hole with nothing inside blocking inspection scope from seeing rotating assembly
  - 8.1.12. No alterations to stock oiling system
  - 8.1.13. No vacuum pumps
  - 8.1.14. No turbo or superchargers, even if factory equipped
  - 8.1.15. OEM and aftermarket replacement parts may be used together – ONLY AFTERMARKET PARTS OUTLINED IN THESE RULES ARE PERMITTED
- 8.2. ENGINE OPTION #1 OEM GUIDELINES
- 8.2.1. Hydraulic cam and flat tappet lifters only
    - 8.2.1.1. 0.447-inch maximum lift at the valve – 0.298-inch maximum lobe lift at cam
    - 8.2.1.2. Must maintain 14 inches of vacuum @ 1200 RPM
  - 8.2.2. 1.940-inch intake / 1.500-inch exhaust maximum valve diameters on GM engines
  - 8.2.3. No hollow valve stems
  - 8.2.4. Stock size and shape valve springs and retainers – No beehive valve springs
  - 8.2.5. Stock length and diameter push rods only
  - 8.2.6. Stamped steel 1.5 ratio rockers on GM, 1.6 ration on Ford and Chrysler – No roller tips
  - 8.2.7. Open chambered heads only and must be unaltered OEM
    - 8.2.7.1. No porting, polishing, or gasket matching allowed
    - 8.2.7.2. Screw in studs and guide plates allowed
    - 8.2.7.3. 305 engines may use 305 heads
    - 8.2.7.4. No Vortec heads
  - 8.2.8. The only GM head numbers allowed are 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, and 3970126
  - 8.2.9. Stock OEM, unaltered aluminum or cast-iron intake only
    - 8.2.9.1. No bowtie intakes
    - 8.2.9.2. No porting, polishing, cutting, or gasket matching allowed



### 8.3. ENGINE OPTION #1 AFTERMARKET ENGINE COMPONENTS ALLOWED

8.3.1. NO ALTERATIONS ALLOWED – MUST BE USED AS MASS PRODUCED

8.3.2. GM

8.3.2.1. Crank – Scat SCT-9-10442 / SCT-9-10526, Eagle 103503480 / 103523480

8.3.2.2. Heads – Enginequest CH350I, Dart 10024360, Dart 91624360

8.3.2.3. Intake – Edelbrock 2101 / 2701

8.3.2.4. Pistons – Summit SUM-17360FC, Speedpro 2256, Icon FHR IC-9913, DSS K8702-4000

8.3.2.5. Rods – Scat SCA 25700P, Eagle EAGSIR5700BPLW

8.3.3. FORD 351 Windsor

8.3.3.1. Crank – Scat SCA-9351W05

8.3.3.2. Intake – Edelbrock 2181

8.3.3.3. Pistons – Icon IC-9925

8.3.3.4. Rods – Eagle SIR5956FP

### 8.4. ENGINE OPTION #2 GM CRATE ENGINE

8.4.1. Crate engines must utilize MSD 8727ct rev control box, set @ 6200 RPM

8.4.2. Chevrolet Performance Parts # 88958602 / 19258602 / 88858602 (CT350) “602”

8.4.3. These engines are / must be sealed at the intake, cylinder head, timing cover, and oil pan with approved seals

8.4.4. The ONLY seals allowed for competition are

8.4.4.1. Chevrolet Performance cap seals

8.4.4.2. Crate USA GEN IV (green) or GEN V (black) cable seals, RUSH cable seals, IMCA cable seals

8.4.5. GM TWIST OFF BOLT SEALS ARE NOT LEGAL

8.4.5.1. ACAS, NDRA, CRATE USA GEN I (silver), GEN II (blue), or GEN III (yellow) seals ARE NOT ALLOWED

8.4.6. Competition with any other seal / sealing system must receive prior approval from tech officials

8.4.7. ANY ALTERED, DAMAGED, OR MISSING SEALS WILL RESULT IN DRIVER BEING DISQUALIFIED FROM THE EVENT, LOSS OF ALL TRACK POINTS AND \$1000 FINE TO BE PAID IN FULL BEFORE PARTICIPATING IN FURTHER EVENTS

8.4.8. Must utilize one (1) unaltered, cast Holley 4412 two-barrel carburetor – see Carburation and fuel system section

### 8.5. Engine Exhaust – ALL ENGINE OPTIONS

8.5.1. Stock, unaltered, cast-iron exhaust manifolds only

8.5.1.1. No porting, polishing, or grinding allowed

8.5.2. No welding of exhaust pipe to manifold or modifying OEM exhaust flanges

8.5.3. No GM center dump, Corvette, marine, LT-1, or tubular steel manifolds allowed



8.5.4. No adapters between head and manifold – must be able to use all OEM exhaust  
bold holes in head

8.5.5. No two into one exhaust or x pipes allowed – must remain duals

## **9. CARBURATION AND FUEL SYSTEM – ALL ENGINE COMBINATIONS**

9.1. Cast Holley 4412 2 barrel only

9.2. Holley 4412 – PN L6R3250B IS NOT LEGAL

9.3. Holley 4412 – PN L6R199B is Legal

9.4. Must remain unaltered

9.4.1. No screw-in air bleeds

9.4.2. No powder coating

9.4.3. No other modifications

9.4.4. 4412 must be cast into choke horn of carb

9.5. Choke plate may be removed

9.6. Maximum spacer and adapter 1-inch COMBINED TOTAL WITH GASKETS

9.7. Fuel pump must be in stock location for make

9.8. No electronic fuel pumps or fuel injection allowed

9.9. No fuel pressure regulators, fuel bypass systems, or cool can devices allowed

9.10. Air cleaner must be removable without tools

## **10. TRANSMISSION & DRIVE LINE**

10.1. Any stock type automatic or cast-iron 3 speed OEM manual transmission is  
allowed – NO 4 or 5 speed transmissions allowed

10.2. Automatics must have stock appearing, functional, 11-inch torque converter

10.2.1. Torque converter may not be smaller with added material to make it 11"

10.2.2. Torque converter must be steel

10.3. Scatter shield recommended for automatic transmissions

10.4. Aftermarket bellhousing allowed on automatic transmissions

10.5. No direct drives

10.6. All gears and planetary must remain OEM configuration

10.7. Hardened input shaft allowed

10.8. Transmission cooler allowed

10.9. Manual transmission must use single disc 10.500-inch clutch

10.9.1. Flywheel and pressure plate must be steel

10.9.2. Steel bellhousing recommended

10.9.3. Minimum 15-pound flywheel

10.10. No mini clutches



- 10.11. Steel drive shafts only – must be painted white
  - 10.11.1. Minimum 2.500-inch diameter
  - 10.11.2. Drive shaft loop required 6 inches from front u-joint

## **11. FUEL**

- 11.1. Gasoline or Racing Gas allowed, NO methanol
- 11.2. None of the following chemicals are allowed in any fuel used for competition – Nitrous Oxide, Propylene Oxide, Nitroethane, MTBE, Hydrazine, or Ethyl Hexanol
- 11.3. Gasoline and Race Gas specific gravity must not exceed 0.744 @ 60 degrees F.
  - 11.3.1. Any fuel with a specific gravity of 0.745 or greater will be disqualified
  - 11.3.2. Fuel is subject to testing at any time and may be sent for testing at an independent lab – it is the competitor's responsibility to know what is put into their fuel cell
- 11.4. Fuel cell must be securely mounted in the trunk with no part of the cell forward of any part of the rear end
  - 11.4.1. Maximum 22 gallons
  - 11.4.2. Must be in a steel container
  - 11.4.3. Must be mounted with a minimum of two 2.00-inch x 0.125-inch steel straps
- 11.5. Fuel cell must be visible for inspection purposes from the top through the removable truck lid
- 11.6. Fuel cell vents, including cap vents, must have check valves
- 11.7. Fuel cell must have aircraft style positive seal filler neck / cap system with ball-type, flapper, or spring rollover valve
- 11.8. Fuel lines passing through the driver's compartment must be enclosed in metal tube
- 11.9. Fuel filters are not allowed in the driver's compartment

## **12. SUSPENSION**

- 12.1. Front and rear suspension must be stock, unaltered OEM for that make and model of frame – ball joints, spindles, all other components
- 12.2. Lower control arm bushings must be OEM design only.
  - 12.2.1. No steel, aluminum, or greaseable type allowed.
- 12.3. Lower a-frame mount may not be notched for clearance
- 12.4. No alterations to any part of the suspension or frame allowed
- 12.5. May run spec IMCA (sticker not required) type upper control arms
  - 12.5.1. 8-inch or 8.500-inch length only
- 12.6. Sway bars must be stock for make and model of frame, and be mounted in OEM mounts





- 12.7. No part of the suspension or frame may be touching stock suspension stops at ride height
- 12.8. Shocks must be steel and have stock type rubber ends
  - 12.8.1. Shocks must be mounted in stock location on frame, control arm, and rear end
  - 12.8.2. May not space shocks up or down
  - 12.8.3. No bulb-type, threaded body, coil over, remote reservoir, or air shocks allowed
  - 12.8.4. No internal or external bump stops allowed
  - 12.8.5. No Shrader valves on shocks
  - 12.8.6. All shocks must fully extend and compress at any time

### **13.SPRINGS**

- 13.1. Racing springs OK
  - 13.1.1. Must be closed end
  - 13.1.2. May not be cut or altered from the original manufactured shape
  - 13.1.3. Non progressive coil springs only
- 13.2. Front Springs
  - 13.2.1. Minimum free height – 11-inches
  - 13.2.2. Minimum diameter – 5-inches
- 13.3. Rear Springs
  - 13.3.1. Maximum free height – 14-inches
  - 13.3.2. Minimum diameter – 5-inches
  - 13.3.3. Both sides must be equal free height
  - 13.3.4. Must be mounted in stock location
- 13.4. No spring rubbers or adjustable weight jacks of any kind
- 13.5. Front and rear springs must sit in stock, unaltered top and bottom mounts

### **14.BALL JOINTS**

- 14.1. May run aftermarket ball joints, but must be stock OEM dimensions
- 14.2. Rebuildable ball joints OK

### **15.REAR END**

- 15.1. Stock rear end for make and model of frame only
- 15.2. No modifying of axle bearings or length
- 15.3. All brackets for control arms and shocks must be in stock location
- 15.4. All trailing arm bushings must be OEM or OEM design replacement – NO ALTERATIONS ALLOWED
- 15.5. Rear end may be braced for strength
- 15.6. Upper and lower trailing arms may be braced for strength



- 15.7. Rear end must be locked
  - 15.7.1. Must use stock, unaltered ring gear carrier
  - 15.7.2. May use bold in mini spool or weld
  - 15.7.3. No full spools, Detroit lockers, or torque sensing devices
- 15.8. Optional spring cups will be allowed on rear end housing
  - 15.8.1. May remove OEM spring mounts
  - 15.8.2. Must be welded centered and flat on the axle tube and match OEM dimensions left and right
  - 15.8.3. Both sides must match
- 15.9. Ballast may not be mounted to the rear end

## **16. STEERING / DRIVER AREA**

- 16.1. Steering box must remain in stock location
- 16.2. Aftermarket steering wheel and quick release steering coupler required
- 16.3. Quick steer boxes are allowed
- 16.4. All components must be steel, unaltered OEM in OEM location, and match frame with the following exceptions
  - 16.4.1. Tie rod end adjusting sleeve may be replaced with 5-inch steel tube
  - 16.4.2. Replacement spindle with SPEEDWAY MOTORS raised cast PN 91034501
  - 16.4.3. Bolt on OEM spindle savers allowed
- 16.5. No part of the driver's seat may be further back than 25-inches forward of the driver's side axle tube
- 16.6. Factory manufactured aluminum racing seats only – NO FIBERGLASS OR STOCK SEATS ALLOWED
  - 16.6.1. Must be mounted with minimum 0.375-inch Grade 8 bolts and washers
- 16.7. No knobs, handles, or levers other than the gas and brake pedals allowed for adjustment of carburetor, ignition timing, or brakes

## **17. RADIATOR / COOLING**

- 17.1. Any single radiator that fits in original location without body modification is allowed
- 17.2. Water pump mounted fans only – NO ELECTRIC FANS

## **18. ELECTRICAL / IGNITION**

- 18.1. One 12-volt battery only
  - 18.1.1. Must be mounted securely between frame rails in trunk area
  - 18.1.2. No voltage generators in series with ignition system allowed
  - 18.1.3. Voltage at distributor may not be more than battery (12 volts)
  - 18.1.4. Electrical Master Kill Switch required within easy reach of driver with clearly marked 'ON' and 'OFF' positions



- 18.2. One (1) stock type distributor, module, and coil in stock location only
  - 18.2.1. Open circuit board modules are not allowed
- 18.3. Ignition switch must be clearly marked for ON/OFF positions
- 18.4. No traction control devices of any kind allowed
- 18.5. No electronic gauges or tachs allowed

## **19. BRAKES**

- 19.1. May use any single master cylinder
- 19.2. Aftermarket pedal with dual master cylinders OK
- 19.3. Must have at least 3 working brakes – Right Front may be blocked
- 19.4. No brake pressure gauges allowed
- 19.5. No electric or manual cut off switched or valves allowed in reach of driver
- 19.6. Disc brakes allowed in rear
  - 19.6.1. Must use steel, stock type rotors
- 19.7. No aluminum or composite rotors or calipers
- 19.8. No scalloped, drilled, or slotted rotors allowed, even if factory equipped
- 19.9. Must have a rotor or drum on all 4 corners of car
- 19.10. No lightening of components
- 19.11. Optional single, manual brake shut off for Right Front allowed to be mounted under the hood – no electric shut offs allowed

## **20. TIRES AND WHEELS**

- 20.1. 8-inch maximum wheel width, 15" diameter only
- 20.2. No bead locks or screws allowed
- 20.3. Mud plugs and wheel covers on Right side only
  - 20.3.1. Wheel covers must be plastic and bolted to the wheel – no Dzus fasteners
  - 20.3.2. Mounting ring must be welded to the wheel in at least 3 places
- 20.4. No bleed off valves
- 20.5. Must run 1-inch steel lug nuts
- 20.6. Wheel spacers / adapters combined width not to exceed 1-inch per wheel
  - 20.6.1. Aluminum wheel spacers or adapters only
- 20.7. Approved, unaltered Hoosier F45 pull offs only
  - 20.7.1. Must durometer 60 or higher before the race
    - 20.7.1.1. Tech official's durometer reading is final
  - 20.7.2. Must durometer 54 or higher after the race
    - 20.7.2.1. 10-minute grace period will be allowed after the race for tires to cool
    - 20.7.2.2. Tires subject to inspection at any time before or after the race
    - 20.7.2.3. Tech official's durometer reading is final



- 20.8. No grooving, siping, softening, needling, metal grinding disc, treating, chemical manipulation / soaking, or plastic wrapping allowed
- 20.9. Deglazing with sandpaper disc allowed
  - 20.9.1. MUST not leave any grinding marks in tire and is subject to inspection before or after race
- 20.10. 105 MOTOR SPEEDWAY RESERVES THE RIGHT TO TEST TIRES AT ANY TIME WHILE COMPETITORS ARE ON SPEEDWAY GROUNDS

## **21.WEIGHT**

- 21.1. Minimum weight, after race with driver is 2900 pounds (two thousand nine hundred)
- 21.2. Weight must be securely added in trunk or under the hood
  - 21.2.1. Must not be in plain view or within the driver's compartment
  - 21.2.2. Must be painted white with car number on each piece
  - 21.2.3. No barbell weights allowed
  - 21.2.4. No weight mounted to rear end housing
  - 21.2.5. All weights must be mounted with at least two 0.500" Grade 8 bolts
  - 21.2.6. No stacking of weight
  - 21.2.7. NO WARNINGS FOR IMPROPERLY MOUNTED WEIGHT – ANY INCORRECTLY MOUNTED WEIGHT WILL BE GROUNDS FOR IMMEDIATE DISQUALIFICATION FROM THE EVENT WITH POSSIBLE FURTHER PENALTY

## **22.BODY SPECIFICATIONS**

- 22.1. Only stock appearing plastic nose and tail pieces are allowed (no late model noses)
- 22.2. Minimum 5.500-inches from the ground
- 22.3. Minimum 107.500-inch wheelbase +/- 0.500-inch side to side
- 22.4. Maximum 7-inch windshield visor, no side visor on body or cage
- 22.5. B-pillars must be stock OEM dimensions
- 22.6. Side windows must be OEM or a minimum height of 16.500-inches +/-1-inch
- 22.7. Rear side window cannot be closed off
- 22.8. Roof must be stock steel OEM – no wedge roofs
- 22.9. Stock appearing aluminum body OK
- 22.10. Hood cannot have more than 5-inches of rake to the nose for GM, and 6-inches for Fords – MUST LOOK FACTORY
- 22.11. Stock rear bumpers OK



- 22.11.1. Must be tied to the body with 4-inch flat plate if it is not inside the tail piece
- 22.12. Front bumpers not covered with a plastic nose piece cannot be wider than the stock frame horns, even if stock bumper is used
- 22.13. Rear of dash can be no more than 35-inches from the center of the distributor, or 28-inches from the back of the stock hood
- 22.14. Rear deck may only be 8-inches in front of the center of the rear end
- 22.15. Must have a minimum of 3 windshield bars in front of the driver
- 22.16. Trunk area and rear quarters must have a minimum 2-inches reverse rake (to the rear)
- 22.17. Any fabricated doors, steel or aluminum, height must be a minimum of 27-inches and maximum of 29-inches
- 22.18. Maximum 47-inches from center of spindle to the front of nose
- 22.19. Maximum 50-inches from center of axle to rear of car
- 22.20. Maximum 73-inches width of body
- 22.21. Minimum hood opening is 42-inches, centered between frame rails
- 22.22. Minimum trunk opening is 42-inches centered between frame rails