



Presented By 

2018 Factory Stock Rules

ANYTHING IN RED IS ACCEPTABLE FOR 2018

BODY: Any American made stock passenger car body on a stock unaltered full frame, or Chrysler & Ford unibodies. **NOVAS OK.** No front wheel drives. No Camaro, Mustangs, or Station Wagons. Stock appearing aftermarket plastic nose piece can be drilled for air but not extended with any type of material. Tail pieces with no holes are allowed. Rear of car must be sealed off, no exposed fuel cell. No spoilers (even if factory equipped), wings, skirts, valiances, air scoops, hood scoops, or anything that alters stock appearance. Bodies cannot be moved from the original body mount rubber bushing no more than +/-1" cannot be less than 5 ½" from ground. A front visor is allowed on the windshield area MAX 7 inches. No side or rear 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, NOT TO CAGE. All glass, plastic, upholstery, lights, mirrors, and trim must be removed. Cars must be stock appearing. No cutting, channeling, shortening, or modifying of body is

allowed. No excessive trimming of fenders or hoods allowed, No drilled holes allowed in hoods for air supply, must maintain stock OEM appearance. All doors, fenders, and window openings must remain stock appearing and OEM dimensions and be the same on both sides. No straight slab sides. No enclosed interiors, or decking allowed.

INTERIOR DECKING OK FOR 2018. Front edge of rear deck cannot be more than 8" forward of center of rear-end and must have at least 2" continuous drop from front to rear. Rear of dash can be no more than 35" from the center of the distributor or 28" from back edge of the center of stock hood. Original OEM front and rear firewalls must remain in stock location. PREVIOUS BUILT CBS STOCK CARS MAY KEEP AFTERMARKET FIREWALL FOR 2018, SEE BODY RULE IN RED BELOW. The front firewall must match the frame used, and the OEM mount must be visible. Firewall must be full and complete. Interior must be completely sealed off from engine, ground, and trunk. Cars must have a complete stock OEM steel roof mounted in OEM location and OEM rake and angle for model. All openings should be covered as to isolate the driver, subject to track approval. Racecar body should be maintained in such manner as to keep a presentable appearance.

If not OEM body. Any steel or aluminum fabricated bodies must add 50 lbs. in front of motor.

*****IF USING AFTERMARKET FIREWALL OR FIREWALL NOT IN STOCK LOCATION, MUST ADD 50 LBS. IN FRONT OF MOTOR*****

FLOOR PAN: OEM floor pan may be cut 6" behind front OEM mounts in a straight line across to the other side and be replaced using steel fabricated floor pans made 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 rail with the exception of a maximum tall 8" drive shaft tunnel and similar to OEM tunnel in size. Interior must be completely sealed off from engine, ground, and trunk. If you choose to fabricate the floor pan to the above specs, there will be a 10 lbs weight penalty assessed in front of the motor. If you run a fabricated floor pan and fabricated body total weight required in front of the motor is 60 lbs.

FRAME: Frame must be full and complete. Cannot be Widened, Narrowed, Shortened, Lengthened, or be Cut, Bent, or Altered to change Suspension Brackets. Rear of frame behind upper shock mounts may be replaced with round, square, or rectangular tubing. Cannot narrow right rear frame for tire clearance. No frame alterations allowed. All Bars forward of cage must be lower than the hood.

BUMPERS: Stock type rear bumper required, a fabricated front bumper may be used with the following conditions: cars with aftermarket nose pieces – the bumper may extend past frame rails support and reinforcement. Must be behind nosepieces. Cars without nosepieces – the bumper may not extend past front frame horns. NO SHARP EDGES. Must have a minimum of 5/16th diameter chain welded to front and rear of car with the design so tow truck can attach to them.

ROLL CAGE: Minimum four-point cage, minimum size 1 1/2" 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). Four-point quick release seat belt and harness required for driver and passenger. Racing seats required. Must have window nets, fire suit, helmet, shoes, gloves, and any additional safety equipment listed in general rules for driver and passenger. All safety/driver equipment must be 3 years old

or newer. Must have at least three bars in front of driver and passenger in windshield area. Window nets mandatory for both driver and passenger. Portable fire extinguisher and mounted within reach of the driver mandatory.

ENGINE OPTION 1: 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. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM steel Connecting rods only must remain stock OEM length, weight and shape. No lightening of any parts. Aftermarket water pump, mini starter, pulleys, harmonic balancer and oil pans okay. Aftermarket power-steering pumps okay. Metric cars may run a 350. No stroking or de-stroking. Engine height and setback must be in stock location +/-1". GM metric frame center of fuel pump must be located a minimum of 1 ¾" in front of unaltered cross member. Solid motor and transmission mounts okay. Maximum cranking compression 175 lbs. (ignition off, engine turned over 5 times). Oil pans must have at least 1" inspection hole with nothing inside of inspection hole blocking inspection scope from seeing rotating.

CAMSHAFT, VALVETRAIN AND CYLINDER HEADS: Hydraulic cam and flat tappet lifters only. .447 maximum lift at valve or .298 lobe lift at cam. Must maintain 14" of vacuum at 1200 rpm. 1.94 maximum intake valve diameter, 1.50 maximum exhaust valve diameter on Chevrolet engines. No hollow valve stems. Stock size and shape valve springs and retainers. Stock length and diameter pushrods only. Stamped steel 1.5 rockers on Chevy, 1.6 on Ford or Chrysler, NO roller tips. Open chambered heads only, must be unaltered, O.E.M. No porting, polishing, or gasket matching allowed. 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. Screw in studs and guide plates ok. 305 engines may use 305 heads (no vortec).

CARBURATION AND FUEL SYSTEM: Cast Holley 4412 – 2 barrel only. Must be unaltered. NO screw in air bleeds, NO powder coating, or any modifications. Choke plate may be removed. 4412 must be cast into choke horn 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. NO fuel pressure regulators, NO fuel bypass systems, or any cool can devices.

ENGINE OPTION 2: Will require 50 lb. weight penalty. Engine must pull 15 inches of vacuum @1000 rpm. Engine must be stock for type frame used. GM in GM, Chrysler in Chrysler, Ford in Ford, etc. All major engine components must remain stock for type and year of car. Engine – 360 cubic inch maximum. Pistons must be flat top or dished. No O decking of block allowed. Stock OEM intake manifold only. Must have a vacuum port on manifold for tech. No high performance or marine intake manifolds. No porting, polishing, or altering in anyway. Cast iron OEM blocks only, NO 400 blocks. After-market steel stock type engine mounts are allowed. No machining in lifter valley. FORDS: 289,302, or 351 blocks only with Flat Top pistons. Engine components must be stock. OEM or stock replacement steel or cast crankshaft. All crankshaft must have casting number, casting letters, or part number for identification. No splayed main caps. Crankshaft cannot be lightened (no aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws allowed).

Hydraulic Camshaft and lifters must be Stock for type and year model. A stock oil pan or a claimer style oil pan is allowed. Oiling must be complete wet sump. No dry sump systems allowed. Must have an oil pan 1" inspection plug between the 2nd and 3rd bolt holes from the front of the motor on the driver's side to avoid oil pan removal for tech. No obstruction inside of pan.

CYLINDER HEADS: Heads must be stock steel OEM specifications, No porting or polishing. NO port work done in the bowl. No gasket matching. No angle milling. No aluminum heads. Open chamber heads only. No Vortec heads. GM engines must run 350 heads on 350 engines, and 305 heads on 305 engines. No less than 72cc. 305 heads on 305 blocks allowed. No special order heads or factory special order heads. All GM-Ford-Mopar heads are limited to 1.94" intake valves and 1.50" exhaust valves. Max spring diam. 1.25". Valve stems must be stock size diam. Heads may be flat milled for surfacing reasons only, no angle milling allowed. Studs may be pinned or screw in. Machining of the heads allowed for screw in shouldered studs. NO Push rod guide plates are allowed. No porting, polishing, port matching or coatings of any type allowed. No aluminum or titanium components are allowed.

FORD HEADS: Any OEM Ford steel head is allowed. No aftermarket or Boss heads allowed. Any stock ford single valve spring with dampener for make and model of car is legal, no double or triple springs allowed. No beehive or inverted cone springs.

ROCKERS: Stock OEM Stock style rockers arms only. Full roller rocker arms and roller tip rocker arms are not allowed. No 1.6 rockers. Polylocks are allowed. Stud girdles are not allowed.

INTAKE: must be stock cast iron except, for Throttle body intakes or Ford may run a stock alum. intake with EGR valve located on intake. Numbers 351W# RF-E1AE-9425-FA 302W# RF-E0DE-9425-AB with carburetor. No after-market intakes, No high-rise intakes, No marine intakes, No Brzezinski intakes, and no aluminum intakes. No porting, polishing, port matching, acid porting, acid treatments or coatings of any kind.

FUEL INJECTION ENGINES: Must be stock OEM with a stock ECM for make and model. The vehicle and engine combination will be verified by VIN plate (Must have VIN plate in factory place and can not be removed, relocated, or altered in any way). If car did not come with a fuel injection then you can't use it. No other type injectors can be used. No Racing chips or ECMS.

EXHUAUST: Stock unaltered cast iron exhaust manifolds only no porting or grinding allowed. No welding exhaust pipe to manifolds or modifying OEM exhaust flanges.

NO Chevy center dump, Corvette, Marine, Lt 1 or tubular steel type manifolds. No adaptors between head and manifold must be able to use all OEM exhaust bolt holes in head. No two into one exhaust or x pipes must remain duals. NO HEADERS ALLOWED

INTAKE MANIFOLD: Stock OEM unaltered aluminum or cast iron intake only. No aftermarket or stock high performance or high rise. No bowties. No porting, polishing, cutting, or gasket matching.

TRANSMISSIONS: Any stock type automatic or manual. Automatics must have stock appearing working 11" torque converter cannot be

smaller with ring around it. No direct drives. Transmission Cooler ok. Manual must have single disc 10.5" clutch, flywheel and pressure plate must be steel, minimum 15 lb steel flywheel. No mini clutches. Steel drive shafts only must be painted white and have a loop 6" from front u-joint.

FUEL: Pump or racing gas only. No methanol allowed. No additives or smells. Fuel cell must be secured in trunk any part of fuel cell cannot be forward of any part of rear end. Fuel cell must be visible for inspection purposes from the top through a removable stock appearing trunk lid.

SUSPENSION: Front and rear suspension must be stock unaltered OEM for that make and model of frame, ball joints, spindles and all components. Lower control arm bushings OEM design only and cannot be steel, aluminum or grease able type.

No air shocks. No alterations to any part of the suspension or frame will be allowed. May run IMCA type upper control arms 8" or 8 ½" length only. Sway bars must be stock for make and model mounted in OEM mounts. No suspension stops of any kind. Shocks must have stock type rubber ends, must be mounted in stock location on frame with no control arm and rear-end. Cannot space shocks up or down. No bulb-type, threaded body, coil-over, or remote reservoir shocks. No external or internal bumpers or stops. No Schrader valves on shocks. All shocks must collapse at any time.

SPRINGS: Maximum length of rear springs 14" tall free height and both side must be equal and in stock location. No spring rubbers, no adjustable weight jacks of any kind, and must sit in unaltered top and bottom stock mounts. **NO ADJUSTABLE OR NON-ADJUSTABLE SPRING SPACERS**

Novas must use stock length Nova rear shackles, must be same left to right, non-adjustable. Also may use a maximum of 1 ½" lowering block, must be same on both left and right side. Arch of leaf springs must be same left to right.

BALL JOINTS: May run aftermarket ball joints but must be stock OEM dimensions. Rebuildable ball joints ok.

REAR END: Stock rear-end for make and model no modifying axle bearings or length. All brackets, control arms, and shock mounts must be in stock location. All trailing arm bushings must be OEM or OEM replacement with OEM design. Gears may be locked must use stock unaltered ring gear carrier may weld or use bolt in locking blocks. No full spools, Detroit lockers or torque sensing devices.

STEERING/DRIVING 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 no further back than 25" forward of center line of rear end housing. No knobs, handles, or lever other than the gas pedal and brake pedal allowed for adjustment of carburetor, ignition timing, or brakes.

RADIATORS: Any (1) radiator that fits in original location without any body modifications is allowed. Water pump mounted fans only, No electric fans.

IGNITION: One 12 volt battery only must be mounted securely in rear of driver's compartment or trunk area. No voltage generators in series with ignition system, voltage at distributor cannot be more than at battery (12) volts. One stock type distributor, module and coil in stock

location only. Ignitions on/off switch must be clearly marked. No traction control devices of any kind. No digital gauges or tachs.

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, no electric or manual cut-off switches or valves allowed. Disc brakes allowed in rear No aluminum or composite rotors or calipers. Must use steel stock type rotors on rear disc. No lighting components.

TIRES AND WHEELS: 8" maximum wide wheels allowed, 15" diameter steel wheels only. No bead locks or screws allowed. Mud plugs and wheel covers allowed ONLY on the right rear. Wheel cover must be plastic, be bolted, no Dzus fasteners, the ring that holds the wheel cover must be welded to the wheel in at least three places. NO bleed-off valves. Must run 1" steel lug nuts. Approved unaltered Hoosier asphalt F45 pull offs only. A BURN OFF PERIOD FOR F50 AND F56 PULLOFFS and AMERICAN RACERS KK704 AND HOOSIER G-60 WILL BE ALLOWED THROUGH MARCH 17TH, 2018. Must durometer 60 or higher BEFORE HEAT OR FEATURE. No grooving, siping, softening, needling, metal grinding disc, treating, or wrapping in plastic allowed. Subject to inspection any time before or after the race. Deglazing with sand paper disc ONLY allowed, but cannot leave any grinding marks and is subject to inspection before or after race.

WEIGHT: Weight may be securely added in trunk or under the hood, but not in plain view or within the driver's compartment must be painted white with car number. Car must weigh minimum 3000 lbs. with driver after race.

COURTESY RULE: Any car with “minor” rule infractions will be allowed to race (1) event. Must be determined before the race. Cars with infractions are subject to weight penalty.

CLAIM PROCEDURE RULES:

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 with money in hand.

(A) Cash of \$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 successfully claim the same driver more than once per calendar year.

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 claimed by another driver. 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 refuse, claim is NOT held against driver who made claim.

Carburetor claim Cash of \$200.00 and swap, Shock or Spring claim \$20.00 each and swap, Distributor claim \$100.00 and swap.

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.

RULES SUBJECT TO CHANGE AS NECESSARY. CHECK EFFECTIVE DATE AT BOTTOM OF RULES.

ALL DECISIONS ARE FINALIZED BY DIRECTOR OF TECH.