

2017 STOCK CLASS

Tech Rules:

- Must have race receiver and needs to work (cruiser both drive & passenger must be able to hear)
- All four breaks must lock up or won't race
- Front & rear tow chains must be present. No D-Rings allowed
- Possible drilling of bodies & frames for metal thickness

Infractions:

Stock and Prostock

1. 1st Warning- Fix before next race and will start tail of the main
2. 2nd Warning- If didn't fix infraction from previous race you will be bumped up to the next class or will not race if you do not want to bump up a class. You will not receive a refund for entry if you decide not to race.

Trucks, Front Wheel Drive, and Cruisers

1. 1st Warning- Fix before next race and will start tail of the main
2. 2nd Warning- If didn't fix infraction from previous race you will not be allowed to race and will not receive a refund for entry.

Protest Rule:

- \$25 per item you protest
 - Items: Carbs, Valve cover removal, spark plug removal, shocks, springs, body, suspension, etc....

Body

- Any Stock American made steel top cars or station wagons. No convertibles, jeeps, hearses, limos, front wheel drives, el caminos, rancheros or trucks.
- All bodies must be bolted down using factory body mount holes. Body bushings may be removed. No welding of body to frame from cowl area to rear of car. Radiator support must be welded to frame.
- 1-1 ½" x 1 ½" x 1/8" thick angle iron from inside fender to inside fender on top of radiator support.
- All bodies must have original steel firewall. All firewall holes and floor pan holes must be covered with metal. Aftermarket firewall OK, but needs to be in stock location.

- May have steel under the driver's & passenger seat and leg area from center of hump to rocker panel welded or bolted to body or cage.
- No welding of floor pan to frame.
- Must have driver's door and may have on both sides, a single rub bar no bigger than 1" x 3" and stretching no longer than from wheel to wheel and must be securely fastened. May put 1/8" plating on drivers roll cage no longer than from post to post.
- Both doors must be welded, chained or bolted shut.
- Trunk must be open.
- Both doors can be reinforced from outside, no wider than 4" past original door.
- Driver and passenger compartments must be open. No enclosed cockpits.
- No reinforcing of any kind on the inside of front fenders or either side quarter panel; 3/8 inch re-rod around fenders ok.
- Single body steel. All body repairs must be made with thin sheet metal. No plating. Any patching of body must be no more than 18 gauge or thinner. After market OK, if 18 gauge or thinner. Must be securely fastened.
- All glass, plastic, upholstery, lights, mirrors, moldings and chrome must be moved.
- Car numbers on both doors and on roof plate and easily readable. Roof plate must be 3 sided and numbers must be at least 10" tall. Letter may appear behind number but must be 8" tall. No 4 digit numbers allowed. NO OBSCENE WORDS OR CHARACTERISATIONS OF ANY KIND ANYWHERE ON CAR.
- No adding of ballast or weight of any kind allowed anywhere in the car. (In frames, bumpers, body, etc.)
- Must start race night with a complete body – fenders, hood, doors, trunk lid, etc.
- **No wheel tubs allowed stock inner fender wells ok**
- **May use expanded metal or sheet steel for grill. Can't be thicker than 18 gauge. U can use that to connect front fenders but no extra wrapping allowed front corners**

Frame

- Repair of frame rails from rust or damage from center of rear axle forward must be of 1/8" flat steel or less, no angle iron, channel, or box tubing allowed. May have flat iron on 2 sides. No plating of frame from cowl forward.
- Center of rear axle to back bumper may be replaced with 2"x3" box tubing no thicker than 1/4" in stock location.
- Rear frame rails must be able to safely support bumper and protect fuel cell.
- Uni-body cars can connect front and rear rails together with 2"x3"x1/8" box tubing.
- All repairs must be approved by racing inspectors.

Roll cage

- Minimum of 4 point cage securely welded to frame.

- Rear kickers are allowed, but must stay in trunk area.
- May have 2 small bars from front of cage to behind A-arms.
- Must have at least 3 driver's door bars. May be plated from front post to rear post.
- Roll bar padding must be used wherever the driver can reach.
- Must have "X" brace between rear posts of cage.
- Safety is PRIORITY. Cages will be inspected. Cages appearing unsafe will not race.

Fuel Cells

- Must be in trunk area.
- Must be a manufactured racing fuel cell with steel canister.
- Must be securely fastened down.
- Must have check or rollover value and be leak proof.

Fuel

- No racing or aviation fuel. Pump gas ONLY.
- No scented or colored fuel. No E-85.
- Fuel line inside driver's area must be inside metal tubing.

Fuel cell protection

- May weld in a bar no wider than frame rails across back of trunk with 2 bars going down and 2 bars going ahead to frame or cage kickers to form a cage around fuel cell for protection. Bars can be no larger than 2". Not required but recommended.
- **Plate under fuel cell cannot be thicker than 10 gauge or 1/8" steel. 1 layer only!!**

Bumpers

- Must be stock bumpers only. Front and rear tow hooks mandatory. All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only. No sharp edges allowed on bumpers, rub rails or bolts. One of two bumper options must be used and must be OEM height: OEM: Bumpers not covered by plastic nose or tailpiece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. No bars past outside edge of body other than rub rails. Aftermarket: Fabricated tubular bumpers allowed, but must be covered by plastic nose or tailpiece and bent to fit with rounded ends. Front bumper bar must be minimum 1.5 inch O.D. (maximum two inch) with 0.083 inch (maximum 0.125 inch) wall thickness. Rear bumper must be minimum 1.75 inch O.D. with 0.120 inch wall thickness
- No reinforcing of bumpers
- Must be bolted to frame. Plate no wider than 1" past bolt pattern.
- Bumper ends can be capped and welded to the body with small strips of metal no taller than bumper. Must have a chain or strap no larger than 2"x1/8" to fasten bumper to frame.
- Plastic aftermarket noses ok.

Rear Ends

- Floaters allowed, NO quick changes.
- Can be welded posi
- **Lower control arm bolt holes must be 2.25" to 2.5" from bottom of housing**

Brakes

- All four brakes must work. Must lock upon inspection.
- No aftermarket brake set-ups. No brake bias

Shocks

- **One unaltered steel, nonadjustable OEM mount shock, in OEM location per wheel.**
- **All shocks must completely collapse at any times.**
- **No external or internal bumpers or stops**
- **No bulb type, threaded body, coil over, air, or remote reservoir shocks.**
- **Maximum 2.125 in OD. Shock body**
- **No gas port, Shrader or bladder type valve allowed.**
- **No coil over eliminators**
- **Rear OEM shock location is 4.5 in from bottom of housing to center of bolt hole and centered on control arm bracket.**

Springs

- Stock. Stock mounts, stock locations, and no spacers.

Suspension

- Stock upper and lower A-arms. Non-adjustable tubular OK.
- Stock rear end control arms.

Steering

- Must make more than 2 complete revolutions from lock to lock.

Drive Shafts

- Must be painted white. Must have at least 1 strap or chain under drive shaft 18" behind transmission.

Battery

- One automotive type battery
- **Must be securely fastened down and covered inside a steel battery box**

Wheels and tires

- Must use 1" lug nuts.
- No bead locks.
- 4-ply passenger car tires or racing tires. G-60 or smaller
- Maximum 8" wheel and 8" tire. No LT tires.
- Protection around valve stem allowed. No wider than bead.

Radiator

- Radiator in stock location.
- Single pass aftermarket radiator ok.
- May have two 2"x1/8" straps from radiator support to bumper no wider than frame rails.
- May have maximum of one 1 3/4" bar in front of radiator. Example – 2 upright bars, one across and two bars back to in front of A-arms. No wider than frame rails.

Engine

- Stock GM-GM, Ford-Ford, Mopar-Mopar -----STOCK MEANS STOCK
- Cast iron factory heads. No aluminum heads – No aftermarket heads.
- No roller rockers or roller tip rockers. No roller cams.
- Cast iron factory intakes. No aluminum intakes. Must have unaltered OEM factory intake for make and model of car. No high rise or marine intakes.
- Must have stock carburetor for make of car. GM on GM, Ford on Ford, Mopar on Mopar. Unaltered OEM carburetor for that engine only. One 1/4" maximum thickness gasket allowed. OEM fuel injected engines allowed. Electric fuel pumps must have rollover or crash shut off.
- Engine must be in stock location.
- Stock ignitions
- Engine must carry at least 15 inches of vacuum at 1000 rpm.
 - **Flat Top or dish pistons only**
- Factory steel pulleys only
- Distributor must be stock appearing. No MSD ignition
- Transmission coolers allowed. If in driver's compartment no more than 4" of rubber line exposed.
- No fabricated headers allowed. Stock exhaust manifolds. No aftermarket.
- Engine gauges allowed (tachometer, oil pressure, water temp, etc.)
- All ignition rotors, caps, coils and modules must be OEM appearing
- All engine compartments must be steel.
- No porting, polishing, or alterations of any kind to heads or intake
- Engine must be in OEM location. Engine must be OEM appearing and must be able to be used in a conventional passenger car without alteration.
- **After market power steering pump ok**

- **After market pulleys must be 5 3/4" for uppers and 6 1/2" for lowers**

Driver Protection

- Racing seat mandatory.
- Fire suits MANDATORY – TOPS AND BOTTOMS. Gloves and racing shoes are recommended but no required.
- Must have 5 point safety harness.
- Closed face helmet and neck roll required.
- Must have window net.
- Must have 4 vertical bars in front of driver. Must cover from cage post to center of windshield – min 3/8" rod.