

Factory Stock Rules 2018

IF IT DOESN'T SAY YOU CAN.....YOU CAN'T!!

DRIVER STAYS IN CAR UNLESS ON FIRE!

MUFFLERS MANDATORY!

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.
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 floor pan and firewall. Trunk area may be cut no further forward than the pinion of the rear end. Crossmember may be notched for fuel pump.

6. Complete body and frame for that year model. Body must look factory and be in stock position. Sheet metal or aluminum allowed. All doors must be secured to body. OEM Roofs. Fiberglass or sheet metal hoods allowed. Hood & trunk must be pinned down. Spoiler allowed, may not exceed 6 inches in height, no wider than rear deck. 12" max length sides. **Rear of body must be fully enclosed - quarter panel to quarter panel**. Must have a factory floor pan and firewall. Holes in firewall must be covered with metal or aluminum. Rear firewall must extend from bottom of rear window to bottom of floor pan. Trunk area may be cut no further forward than the pinion of the rear end, inner fender must attach to floor pan. Front/Rear fenders may be trimmed for tire clearance. Front fender wells may be removed. Nose piece allowed. Plastic may be used to conform the front fender to the nose. **Must conform to body lines**. NO excessive "flaring". Must be in full contact with the fender and may not extend outward past the fender and door body lines. Excessive flaring determined at the discretion of the Tech official. 2" maximum firewall setback. KC RULE
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 or tail piece and bent to fit with rounded ends. Bumpers not covered by plastic nose or tail piece must be the complete unaltered OEM bumper and capped to the fender. NO sharp edges on bumper or bolts.
8. **All weights must be painted white with the car number on it** and securely fastened with 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. A 5" plastic sun screen on front windshield area is allowed. Three 1/2" 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 (in stock location) and 5 point harness with crotch belt. **Helmet must have a Snell Rating of 95 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)
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.**
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.
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 or BARRY GRANT DEMON 2 BARREL (SUBJECT TO PASS INSPECTION). NO AEROSOL CARBS. ONE 1" carb spacer allowed. Cannot exceed 1 1/2" total height, including gaskets.

22. IGNITION: OE Factory distributors ONLY. (GM = HEI), No MSD distributors, No remote coils on GM distributors. 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 arms only. (GM 1.5 ratio) NO roller rockers, NO roller tip rockers. 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.
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. Maximum 1.25" diameter valve springs ONLY ($\pm .015$ 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 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. 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: Asphalt pull off 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. NO weight jacks or adjustable/cheaters on the rear. NO spring sliders.

28. SHOCKS: Unaltered non-adjustable, 1-piece steel racing shocks OEM-mounted style 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.
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. 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.
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, spring spacers 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 STOCK OEM replacement trailing 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. 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 THREE PREVIOUS CONSECUTIVE RACES AT THE TRACK, MUST HAVE FINISHED IN THE TOP FIVE

AND CAN ONLY PROTEST A FINISHING POSITION AHEAD OF HIS/HER OWN. THE DRIVER GETTING PROTESTED WILL HAVE 5 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 5 MINUTES AFTER THE END OF THE RACE.

CLAIM/TEARDOWN: \$550 cash and swap. \$50 goes to the wrecker for pulling engines. Driver claiming must have raced in the Factory Stock class the previous 2 feature events. Claimed items include: Block, rotating assembly, camshaft, heads, balancer & timing cover. Any driver wishing to make a claim must have finished the feature on the lead lap on the night of the claim. Only top 4 cars may be claimed. To claim, you must go to the infield and hand the cash to the officials within 5-minute protest period. If you leave the track, the claim is void. If you refuse to swap or refuse the teardown, you lose all money won that night and all accumulated points PLUS a 4-week suspension. Second refusal, same applies plus a calendar year suspension. Track owner may claim ANY engine as long as claim is made within the 5-minute protest period. No driver may claim more than 1 engine during the season. Claimed engine will be marked and must be run upon next return to I-30 Speedway. If "marked" engine isn't run on first visit back, you will not be able to run until "marked" engine is placed in car. There is a \$125 tear down rule on each: Pistons, cams, lifters, rockers, porting of heads and intake, flywheel/clutch, driveline. Driver ONLY may protest. \$25 goes into driver point fund.

\$100.00 - Suspension/Shocks **

\$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.