



# URANIUM CAPITOL SPEEDWAY, INC.

**P.O. BOX 3478 MILAN, NM 87021-3478**

## 2018 Stockcars

### BODY STYLE

- The car must be USA manufacturer, front-engine passenger.
- Plastic nose and tailpieces are allowed.
- Body must remain in a stock position on the frame.
- Firewall between engine and driver must be in stock position. Floor pan must remain intact for driver and front passenger compartments min 22 gauge metal with a metal firewall separating the driver from the fuel tank and trunk area.
- Trunk and rear wheel wells may be removed. The front wheel wells may be removed. The body and fenders may be cut for tire clearance.
- All doors must be welded or bolted shut.
- Stock factory top only, OEM and Aftermarket body panels allowed (No fiberglass).
- Hood may be cut for Air cleaner fit.

### CHASSIS

- The chassis must be one hundred (100) inch wheelbase, or more. It must remain the same type as the body being used (for example: Camaro for Camaro, etc).

### BRAKES

- Brakes on all four wheels must work. No brake shut-off devices.
- May replace original proportioning valve with aftermarket valve, outside of driver's compartment. This single valve can be plumbed to control pressure front to rear only.
- Stock pedal and master cylinder must be mounted in original location. The pedals can be extended for short legs.
- Calipers on disc brakes must be OEM steel calipers. Front and rear is allowed.

### WEIGHT

- All cars will be weighed first time on the track and randomly during the season.
- The overall weight of the racecar shall be measured at the conclusion of an event with the driver in the cockpit, wearing complete racing apparel.
- **Overall weight of the car must be a minimum of 2,950 lbs.**



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## **BALLAST**

- The recommended ballast to be used is extra roll cage bars or other types of reinforcement.
- Any removable ballast mounting is subject to the Tech Committee's approval. A ballast weight attached to the car must be painted white and the car number painted on it. A fifty (\$50) dollar fine will be assessed to the driver if the ballast is lost on the racetrack.

## **TRUNK AND HOOD**

- Trunk and hood **MUST BE SECURELY** fastened at four corners. Must have quick release hood pins. No bolts and nuts.
- Cut out for air cleaner optional.
- After market trunk lid and Hood must be approved by the tech committee.

## **BUMPERS**

- A stock bumper with stock mounts where possible.
- Tubular bumpers will be allowed front and back, Front must be covered with nose piece. Back must be rounded off and may not be constructed in a way that it might hook another car. All bumpers are subject to approval by the Tech Committee.
- Bumpers may be reinforced with one piece of pipe size one and five-eighths (1 5/8") inches minimum OD. All pipes must be rounded on the edges.
- Bumpers must be strapped to fenders.
- Front and rear tow loops are required and must be sufficient to lift car and allow easy hook up to tow truck.
- No exposed nerf bars allowed.
- Rub rails will be allowed flush with body. (Max 1" for width by 2" for height).

## **WHEELS**

- Steel spoke wheels are allowed.
- No aluminum wheels.
- Wheel offsets are optional.
- The maximum rim width is eight (8) inches.
- 1" lug nuts mandatory.
- Right side (RF,RR) bead lock allowed maximum width 8.75.



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## TIRES

- Tires must be manufactured for use on passenger cars (no mud/snow tires).
- The maximum width is eleven (11") inches sidewall to sidewall.
- No wheel weights are allowed.
- Tire grooving is permitted.
- American Racer KK704 or Hoosier G60
- All other racing tires OK, must all 200lb weight.
- No Tire softening allowed.

## FRONT SUSPENSION

- The front suspension **MUST BE THE ORIGINAL TYPE** with modifications for handling and safety.
- Bottom A-frames may not be altered or moved and must match frame.
- Upper tubular A-frames are permitted. Adjustable and non-adjustable are permitted (mounts may be moved).
- QUICK STEERS ARE PERMITTED.
- All modifications made for safety are subject to approval by tech committee.

## REAR END/ SUSPENSION

- Any approved OEM passenger car- or truck-type is permitted. Aluminum is not allowed except lowering blocks, axle cap and drive flange. Floaters are permitted.
- Leaf spring cars may use leaf spring sliders on rear of leaf spring only. Front leaf spring mounts must remain stock and in stock location.
- Rear control arms may be aftermarket but must maintain legal bushings and remain OEM length.
- Offset or bearing-type rear control arm bushings are not allowed. Forward and backward movement in bushing is not allowed.
- Rear suspension must match frame with stock components and dimensions. Panhard bars are not allowed. A one (1) inch inspection hole in center section is recommended.
- Full steel spool, steel mini-spool or welded rear-ends only. Steel axles only.
- Upper trailer arm brackets must follow rear bushing rule. Lower trailing arm brackets may be no lower than seven and one-half (7.5) inches from bottom of axle tubes to center of bolt. Up to five mounting holes for adjustment are permitted.
- Cambered rear ends are not allowed (one-piece drive flange only).



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- Mechanical or electrical traction devices are not allowed.
- Quick change rear-end is permitted with steel axles and steel axle tubes only. Must use a ten (10) inch ring gear and minimum one (1) inch wide solid spur gears

## SHOCKS/SPRINGS

- Racing springs and shocks are allowed. No coil-over units allowed.
- Second right front shock is optional.
- Spring Buckets/Weight Jacks allowed. Shock location must be approved by the tech committee if moved from stock location.

## ENGINE / TRANSMISSION

- Aluminum water pumps are permitted.
- Electric or belt-driven fuel pumps are not allowed.
- OEM three-speed, four-speed and automatic production-types are permitted. "In and out" boxes, five-speed transmissions and quick change devices are not allowed. Must have at least one (1) gear forward and reverse, plus a neutral position. With engine running and racecar in still position, driver must be able to engage racecar in gear and move forward, then backward.
- Flywheel must be bolted directly to the end of the crankshaft and pressure plate must be bolted directed to the flywheel. One flywheel only. All driveline components within the bell housing must rotate while the racecar is in any gear.
- Powerglide ok with torque eliminator.
- All manual gear-type transmissions must have OE stock-appearing case and must have a working external disc clutch inside an explosion-proof steel bell housing.
- Automatic transmissions must remain in OEM stock appearing automatic case with a functioning stock appearing pump. Original bell housing must remain.
  - Must have approved scatter shield or blanket. Scatter shield may be constructed of one-eighth (0.125) inch by three (3) inch steel, two-hundred seventy (270) degrees around flex plate.
- Bert and/or Brinn aftermarket transmissions are allowed with twenty five (25) pounds of weight mounted in front of the rear of the engine. Approved aftermarket transmissions are Bert (Part #LMZ/GEN II), Brinn (Part #70001), Falcon (Part #60100), RaceGator (Part #140002/140002-C) and Mitchell Machine Bullet Tranny with internal clutch.



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- Starter must bolt to engine block in factory location.
- Must have capability of starting without being pushed or pulled. Must be able to join event lineup on demand and unaided.
- Cooling system may be modified. One (1) radiator is permitted and must be mounted in front of engine.
- Top flow air cleaner housings are permitted. Cold air boxes and/or air cleaner duct work is not allowed
- Intake manifolds must be made of cast iron or cast aluminum.
- **Exhaust & Mufflers:**
  - Must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from area of possible fuel spillage.
  - Use of mufflers is recommended.
  - Must remain dual exhaust. Crossover or 'Y' pipes are not allowed.

## **OPTION 1 – Crate Engine**

- GM Performance Parts (GPP) factory-sealed CT400 Chevy small block crate engine (Part No. 88958604 or 19318604): includes 8-quart circle track oil pan with dual kick-out design, valve cover breather kit, open-plenum high-rise intake manifold, 1.5:1-ratio aluminum roller rockers, forged steel crankshaft, hypereutectic pistons, 23° Fast Burn aluminum heads and special "kool nut" rocker arm design.
- Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved GPP break-off bolts. Any altered, damaged or missing GPP break-off bolts will result in driver being disqualified from that event, loss of all track points accumulated up to, and including, the date of the offense, and a \$200.00 fine
- May utilize one (1) 4-barrel Holley 4150 HP carburetor. Use of a spacer between carburetor and intake is optional, but must be no more than one (1) inch thick if used and may not be throttle bore adjustable. Aerosol carburetors are not permitted.

## **OPTION 2 – 360 Engine**

- Must be stock appearing. Absolutely no changes are allowed. Must use stock firing order for that make and model (GM to GM, Ford to Ford, etc.).
- Must appear strictly stock for that model and make and in the original mounts. Parts for 400 cubic-inch or larger engines are not allowed. Stroke must match block.
- Only stock appearing crank and rods are permitted. Lightweight cranks are not allowed. Only flat-top or dished pistons are permitted.



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- Aluminum or light weight is not allowed.
- A minimum two (2) inch plug above the oil level in the side of the oil pan is recommended. If not utilizing a plug, oil pan may have to be removed at time of inspection.
- Absolutely no “stroking” allowed.
- Only stock, unaltered two- or four-barrel low rise cast iron intake manifolds or approved aluminum intakes are permitted. Approved aluminum intakes are GM - Edelbrock (#2101 or #2701) Weiand (#7547 or #7547-1); Ford - Edelbrock (#2121 or #2171 or #2665) Weiand (#7515 or #8023 or #7516); Chrysler – Edelbrock (#2176) Weiand (#7545). Porting, polishing or port machining is not allowed. Bowtie, aftermarket, SVO and W2, marine, VORTEC or other special production intake manifolds are not allowed.
- Cast iron stock production or aftermarket steel stock replacement heads are permitted. Porting and/or polishing is not allowed. GM cars must be 76cc heads or larger (approved head numbers are 336, 339, 388, 441, 454, 487, 624, 813, 882, 991 and 993). Aftermarket head numbers are: GM – EQ Part #CC167ES2 or #CH350I; Dart Part #10024267 or #10024360; World Products Part #043600 or #042670; E-Force Part #175762 or # 175769; Ford – World Products Part #53030; Chrysler – EQ Part #CH138B; RHS/Indy Part #20300 or #20301. Heads may be flat milled to reach the 10.5:1 compression rule. Valve size no larger than 2.02 intake and 1.60 exhaust. VORTEC heads are not allowed. Beehive valve springs are not allowed.
- Roller cams and lifters are not allowed. Roller rocker arms are permitted.
- Must be a maximum 10.5:1 compression.
- May be a maximum of 360 cubic inches (368 c.i. for Dodge).
- GM five and seven-tenths (5.7) inch or six (6) inch rods are permitted. Must be stock-appearing I-beam
- non-polished rod.
- Cap screw rods are permitted.
- Mushroom lifters are not allowed (stock diameter only). Must match make and model.
- Stud girdles are not allowed.
- May utilize one (1) 750 CFM Max four-barrel carburetor. Use of a spacer between carburetor and intake is optional, but must be no more than one (1) inch thick if used and may not be throttle bore adjustable. Aerosol carburetors are not allowed.
- Must utilize a **7000** RPM rev-limiting chip. Chip may not be within reach of the driver while in cockpit and must be easily accessible to officials at any time. Any driver caught altering the chip or ignition system in any way so as to defeat the chip rule shall receive



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a loss of all track points for the night and a \$100.00 fine for the first offense. Second offense shall be loss of all track points for the season and a \$200.00 fine.

## **OPTION 3 – Standard Engine**

- Must be stock appearing. Absolutely no changes allowed. Must use stock firing order for that make and model (GM to GM, Ford to Ford, etc.).
- All engines used in competition must be able to be used in conventional passenger cars without alteration.
- Machine work on outside of engine or on front or rear of camshaft is not allowed.
- Roller rocker arms are permitted. Roller cams are not allowed. Shaft rocker arms are not allowed.
- Aluminum heads and/or blocks are not allowed.
- Only, stock unaltered two- or four-barrel cast iron intake manifolds, or unaltered (no porting or polishing) aftermarket aluminum intakes are permitted.
- Starter must bolt in stock location.
- No limit on engine cubic inches, but must run GM with GM, Ford with Ford, etc.
- Mushroom lifters are not allowed (stock diameter only). Must match make and model.
- Stud girdles are permitted.

## **Option 4, LS 5.3 engine:**

- The engine will be a steel or aluminum block, 5.3 liters, 327 cubic inches. Aluminum blocks must add 80 pounds centered from block  $\pm$  3 inches. Maximum 10.5:1 compression.
- OEM crankshaft, pistons, heads, 1.7 ratio rocker arms, lifters, cam chain required.
- The camshaft will be the original cam or may be replaced with the CT525 camshaft only. Camshaft specs: valve lift, intake and exhaust .525 inches at the valve. Duration: 226 degrees intake, 236 degrees exhaust. Camshaft lobe lift .309 maximum.
- The intake manifold will be the Holley 300-132 with 1-inch adapter.
- Must use the MSD ignition box. Box numbers 6010 or 6012, depending on teeth count of the reluctor wheel.
- Aftermarket parts that may be used: pan, water pump, pulleys, headers, oil filter adapter and valve spring rods.
- Winters crank flange adapter may be used to convert the bolt pattern to standard drive pattern.



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- Must utilize a 6200 RPM rev-limiting chip. Chip may not be within reach of the driver while in cockpit and must be easily accessible to officials at any time. Any driver caught altering the chip or ignition system in any way so as to defeat the chip rule shall receive a loss of all track points for the night and a \$100.00 fine for the first offense. Second offense shall be loss of all track points for the season and a \$200.00 fine.

## **ENGINE SET BACK**

- The centerline of the leading spark plug hole must be even with, or in front of, the centerline of the upper ball joint.

## **CARBURETOR**

- One (1) properly installed carburetor is permitted.
- Must have stock OE casting numbers to identify carburetor's make and specs at time of inspection. Aftermarket metering block is permitted.
- Crate Engine (see Rule option-1) may utilize one (1) Holley 4150 Series four-barrel carburetor. Vacuum secondary carburetors are not allowed.
- 360 Engine (see Rule option-2) & LS 5.3 engine (see Rule option 4) - 2 or 4 barrel 750 CFM Max, Holley HP carburetors are permitted. Choke horn may be removed.
- Standard Engine (see Rule option-3) must use unaltered gauge-legal 4412 Holley two-barrel carburetor. Ultra HP carburetors are permitted. Approved Ultra HP part numbers are 0-4412BK or 0-4412HB only. Modifications to the Ultra HP carburetor are not allowed. Penalty for any altered Ultra HP carburetors will be loss of all points, cash and awards earned for that event, and \$200.00 fine. Choke horn may be removed.
- Must be naturally aspirated.
- Fuel injection is not allowed. Aerosol carburetors are not allowed.
- One (1) standard fuel filter between the fuel cell and the carburetor is permitted.
- Cool cans are not allowed.
- Adaptor plate or spacer with a one (1) inch maximum is permitted.
- Must have original boosters, unaltered and in OEM location.
- Predator carburetors are not allowed.