



# 2019 STOCK DIVISION RULES



Also read the 2019 Rules of Competition. Rules effective January 1, 2019. Rules subject to change.

## OVERALL

- A. **CARS** – Cars must be full frame 1965 or newer American made street vehicle production chassis,
- B. **WHEELBASE** – Must be a minimum 105" wheelbase.
- C. **FRAME** – Must remain stock from the front of the steering box to 2" behind the back of the rear weight jack/spring bucket utilizing the stock bucket location. No widening of the frame. Cross member must remain in the stock location but can be altered for equipment clearances. Frame can be strengthened by plates or braces.
- D. **TRACK WIDTH** – Car track width cannot exceed 78" from outside to outside of the tires.
- E. **RIDE HEIGHT** – Frame must have a 4" ground clearance.
- F. **WEIGHT** – Cars must weight a minimum of 3,100 pounds with driver as entering onto the racing surface. Any additional weight penalties are detailed inside these rules.
- G. **DRIVERS** – Must wear a clearly-labeled helmet that meets or exceeds the 2010 SA Snell or SFI 31.2 standards. Must wear a long-sleeved fire-resistant racecar uniform and gloves. Driver must also make use of an approved neck collar or Hans-style safety device.
- H. **CAR NUMBER** – Available numbers are 0 thru 99. No duplicate numbers issued. No letters. A number must be officially registered for before being assigned and used. Numbers must appear on both front doors and on the roof. Door and roof numbers shall be a minimum of 16" tall and 3" in line thickness. Numbers must contrast in color (light vs dark) from car color. The roof number needs to be facing the passenger side of the car. There must be a 6" white car number in the upper corner of the front windshield on the passenger side of the car.
- I. **TECH** – Car must go thru inspection at its first visit to the track. It must go thru tech before each feature and any single-car qualifying session. After each feature, the top 3 finishers and any other cars selected will go to tech.

## DRIVE TRAIN

- A. **ENGINE** – Must be a cast iron block. May use solid mounts. Can be set back no further than the #1 spark plug being even with the centerline of the weight jack bolt or spring pocket. No dry sump. No external oil coolers. Oil filter must be in its stock location. No traction control devices. No mag's.
- B. **CARBURETOR** – Can be 2-barrel or 4-barrel. The carburetor/throttle linkage must have two "fail safe" return points on the throttle shaft that provide enough pressure to return the throttle to a closed position in case of linkage failure. The throttle linkage must be constructed from rod. A throttle "comeback" enabler is mandatory.
- C. **INTAKE** – Manifold can be aluminum.
- D. **FUEL PUMP** – No electric fuel pumps. No belt driven fuel pumps. No pressurized fuel systems.
- E. **HEADS** – Cast iron heads are standard. Aluminum heads have a weight penalty of 100 pounds.
- F. **COOLING SYSTEM** – Must consist of a radiator, fan, and overflow can. Radiator must have a safety pressure release cap. Fan must be covered at the top and sides with a fan shroud for safety. No antifreeze.
- G. **STARTER/BATTERY** – Car must have a starter and battery system capable of starting the engine without outside assistance. The battery can be secured in the factory location. The battery may be moved to the driver's compartment. If the battery is moved to this inside location, it must be enclosed in a plastic or metal box.
- H. **EXHAUST** – No 180-degree headers. Exhaust must exit underneath the car.
- I. **TRANSMISSION** – Can have an automatic with working torque converter or an OEM manual transmission.
- J. **CLUTCH/FLYWHEEL** – Must have a blow-proof bellhousing and a steel plate on the floorboard over this area.
- K. **DRIVESHAFT** – Must be a white, one-piece steel, open, minimum 3" diameter. A steel rod or plate must be located under the drive shaft no more than 12 inches behind the transmission. This rod or plate must insure that the front of the drive shaft cannot contact race track in case it is dislodged from the transmission. A complete hoop around the drive shaft installed no more than 12 inches behind the transmission is recommended.
- L. **REAREND** – Ford 9" rear ends ok. No quick-changes.
- M. **FUEL CELL** – A racing fuel cell is mandatory and cannot exceed 22-gallons. It must be safely mounted inside the "trunk" area. It must be enclosed in a 20-gauge steel can and inside of a cage made of a minimum 1 ½" round tubing. A 1/8" steel or 1/4" aluminum plate is mandatory on the rear side on the fuel cell.

## INTERIOR

- A. **ROLL CAGE** – Must be constructed from a minimum of 1 ½” OD round steel tubing with a minimum wall thickness of .090”. Gussets must be welded in areas of the main roll cage area where a 90-degree angle exists or where the roll cage meets the main frame rails. Roll cages must not be offset and must be perimeter type. The width of the top halo must be a minimum of 75% of the width of frame rails where the cage attaches. The cage must go straight up the doors before a slight angle into the roofline. Door bars are required on both sides of the roll cage. A steel side plate on driver’s door of the cage must be used and must be a minimum of 12” high post to post with a minimum 1/4” thickness welded to the cage. Additional bars added for driver safety are welcome.
- B. **SEAT** – The Driver’s seat must be racing type seat. The seat must be at least 8 inches from any door bar and mounted in front of the rear hoop of the roll cage and inside the left frame rail or frame rail extension. The frame rail extension must be constructed from the same material as the frame rail and it must extend at least from the front left roll cage post to the left rear hoop upright. If the seat does not extend up behind the driver’s head, a steel plate of at least 8"x8" must be welded to the roll cage directly behind the driver’s head and covered by at least 2 inches of padding. From the racing seat to the right side of the chassis, nothing should interfere with a driver’s ability to exit the right side of the car or to be extricated.
- C. **FIREWALL/FLOOR PAN** – May be replaced with similar gauge steel, but must have a stock appearance.
- D. **WINDOW NET** – A properly mounted window net is mandatory and must be used at all times on track.

## EXTERIOR

- A. **BODY** – Must be of a standard street car type such as a Chevelle, Nova, Monte Carlo or of their Ford and Dodge counterparts. They must include the nose piece and tail piece. No compact/sub compact bodies. No truck bodies. No Late Model/Outlaw Figure 8 car bodies. No aftermarket bodies.
- B. **HOOD** – Fiberglass or Aluminum may be used, but must not be flat and must have detail lines and appear stock.
- C. **ROOF** – Must have factory steel roof (the A, B, C pillars are considered part of the roof) and factory upper portion of rear quarter panels. All other body panels must be steel and be stock appearing. Front fenders must retain stock body line. An aftermarket roof (such as a 5-Star composite 88 Monte Carlo street stock roof) may be used but must be used completely unaltered and used with factory quarter panels that include the B and C pillars with factory quarter window opening.
- D. **WINDSHIELD** – Can be factory or replaced with Lexan and securely strapped into place. A minimum of 3 mandatory windshield area protection bars of a 1/4” round stock must be placed in front of driver.
- E. **WINGS/SPOILERS** – No sideboard wings. No rear spoilers. No “aerodynamic” additions of any type.
- F. **FRONT SUSPENSION** – Upper A-frame’s, lower A-frame’s, and spindles can be stock or aftermarket tubular stock replacement. No wide-5’s
- G. **REAR SUSPENSION** – Must be 4-link. No 3-link suspension. No leaf spring suspension. No panard bars. Upper and lower trailing arms can be aftermarket or stock but must utilize only 1 stock mounting point. Lower’s must measure between 19” and 22 ½” in length.
- H. **WEIGHT JACKS** – Front and rear weight jacks are allowed
- I. **SWAY BARS** – Stock-type front sway bars only with a maximum 1 ¼” diameter. It must be mounted on the chassis side, forward of the steering box. No rear sway bars.
- J. **SHOCKS** – Must be a non-adjustable sealed steel shock. No remote canister shocks are allowed. There is a maximum of 1 shock per wheel and 4 per car. No bump-stops setups
- K. **BRAKES** – Must have operating brakes on all 4 wheels.
- L. **WHEELS** – Maximum 8” steel wheels are allowed.
- M. **TIRES** – Must be the Speedrome spec tire. No products used for chemically altering tires allowed on property.
- N. **FRONT BUMPER** – Can be inside or outside of the nose piece. If outside, it must be no more than 1” outside the nose and no wider than the middle of the tires. Outside bumper must be a minimum of 16” above ground.
- O. **REAR BUMPER** – Can be square or round tubing with a bottom protection hoop. 1” rounded side rub hoops should be attached to the rear bumper and back to the frame rail for tire protection. Maximum outside width is 78” and must be inside the quarter panels.
- P. **RUB RAILS** – Must be inside of the body. Clear poly protection strips can be used on the outside body work.
- Q. **WARNING** – NO sharp edges on any of the bumpers and rub rails.