



# 2018 STOCK RULES

**ALL 2018 Rules of Competition Also Apply**

Rules take effect January 1, 2018

## **CHASSIS & MINIMUM WEIGHT**

- A. Cars must be full frame 1965 or newer American made street vehicle production chassis with a minimum 105" wheelbase. 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. Frame must have a 4" ground clearance. Cross member must remain in the Stock location, but can be altered for equipment clearances. Frame can be strengthened by plates or braces.
- B. Roll cage must be constructed from a minimum of 1 1/2" 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.
- C. 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.

- D. A minimum of 3 mandatory windshield area protection bars of a 1/4" round stock must be placed in front of driver.
- E. Car track width cannot exceed 78" from outside to outside of the tires.
- F. 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 1/2" round tubing. A 1/8" steel or 1/4" aluminum plate is mandatory on the rear side on the fuel cell.
- G. 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.

## **BODY**

- 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. Cars 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.
- C. Windshield can be factory or replaced with Lexan and securely strapped into place.
- D. No sideboard wings. No rear spoilers. No "aerodynamic" additions of any type.
- E. Fiberglass or Aluminum hoods may be used, but must not be flat and must have detail lines and appear stock.
- F. The firewall and floor pan may be replaced with similar gauge steel, but must have the stock appearance of the replaced items.

## **ENGINE**

- A. Engine must be a cast iron block. No dry sump. No external oil coolers. The oil filter must be in its stock location.
- B. Engine may use solid mounts. Engine can be set back no further than the #1 spark

- plug being even with the centerline of the weight jack bolt or spring pocket.
- C. Carburetor can be a 2-barrel or 4-barrel. Intake manifold can be aluminum. The carburetor/throttle linkage must have two "fail safe" return points on the throttle shaft that provide sufficient 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.
  - D. No electric fuel pumps. No belt driven fuel pumps. No pressurized fuel systems.
  - E. 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 is allowed in the cooling system.
  - G. 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. No traction control devices. No mag's.
  - I. No 180-degree headers. Exhaust must exit underneath the car.

#### **BUMPERS and RUBRAILS**

- A. NO sharp edges on ANY of these items.
- B. The 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.
- C. The 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.
- D. The rub rails must be inside of the body work. Clear poly protection strips can be used on the outside body work.

#### **TRANSMISSION & DIFFERENTIAL**

- A. Car can have either a standard automatic transmission with a working torque converter or an OEM manual transmission.
- B. The clutch and flywheel assemble must have a blow-proof bellhousing. A steel plate on the floorboard over this area is required.

- C. The driveshaft must be one-piece steel, open, minimum 3" diameter and painted white. 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 make contact with 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.
- D. Ford 9" rear ends ok. No quick-changes.

#### **SUSPENSION**

- A. Upper A-frame's, lower A-frame's, and spindles can be stock or aftermarket tubular stock replacement. No wide-5's
- B. 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 1/2" in length.
- C. Front and rear weight jacks are allowed
- D. Stock-type front sway bars only with a maximum 1 1/4" diameter. It must be mounted on the chassis side, forward of the steering box. No rear sway bars.
- E. 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
- F. Must have operating brakes on all 4 wheels.
- G. Maximum 8" steel wheels are allowed.
- H. Tires must be the Speedrome spec tire. No products used for chemically altering tires allowed on the Speedrome property.

#### **2018 STOCK SEASON SCHEDULE\***

April 14th Brian Luttrell Memorial Figure 8

May 12th – June 9th – June 23rd

July 14th – Aug 3rd – Aug 18th – Sept 15th

\* Schedule subject to change

#### **2018 STOCK SEASON POINT FUND\***

\$750, \$400, \$225, \$150, \$125,  
\$100, \$75, \$75, \$50, \$50

\* This will only be paid if there is an average car count of 14. Drivers can miss only 1 event and must attend the banquet for point fund money.

#### **2018 STOCK 25-LAP FEATURE PURSE\***

\$300, \$200, \$150, \$125, \$100,  
\$90, \$90, \$85, \$80, \$75, \$50 to start

\* Feature laps and prize money can increase with car count. Special events TBA.