

2013 STOCK CLASS

These are the new rules. No "Grandfather" clauses. You have all winter to get legal.

Body

1. Any Stock American made steel top cars or station wagons. No convertibles, jeeps, hearses, limos, front wheel drives, el caminos, rancheros or trucks.
2. No swapping of bodies. Body and frame must match.
3. 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.
4. 1-1 1/2" x 1 1/2" x 1/8" thick angle iron from inside fender to inside fender on top of radiator support.
5. All bodies must have original steel firewall. All firewall holes and floor pan holes must be covered with metal.
6. May have steel under the driver's seat and leg area from center of hump to rocker panel welded or bolted to body or cage. Must retain stock floor on passenger side of car.
7. No welding of floor pan to frame.
8. 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 driver's roll cage no longer than from post to post.
9. Both doors must be welded, chained or bolted shut.
10. Trunk must be open.
11. Both doors can be reinforced from outside, no wider than 4" past original door.
12. Driver and passenger compartments must be open. No enclosed cockpits.
13. No reinforcing of any kind on the inside of front fenders or either side quarter panel. No pipe or steel plate.
14. Single body steel. All body repairs must be made with thin sheet metal. No plating. Any patching of body must be no more than 1/16" thick and no more than 2" from damaged area. Must be securely fastened.
15. All glass, plastic, upholstery, lights, mirrors, moldings and chrome must be moved.
16. 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.
17. No adding of ballast or weight of any kind allowed anywhere in the car. (in frames, bumpers, body, etc.)
18. Must start race night with a complete body – fenders, hood, doors, trunk lid, etc.

Frame

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

5. All repairs must be approved by racing inspectors.

Roll cage

1. Minimum of 4 point cage securely welded to frame.
2. Rear kickers are allowed, but must stay in trunk area.
3. May have 2 small bars from front of cage to behind A-arms.
4. Must have at least 3 driver's door bars. May be plated from front post to rear post.
5. Roll bar padding must be used wherever the driver can reach.
6. Must have X brace between rear posts of cage.
7. Safety is PRIORITY. Cages will be inspected. Cages appearing unsafe will not race.



Fuel Cells

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

Fuel

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

Fuel cell protection

1. 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.

Bumpers

1. Must be stock bumpers only.
2. No reinforcing of bumpers
3. Must be bolted to frame. Plate no wider than 1" past bolt pattern.
4. 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.
5. No plastic aftermarket noses.

Rear Ends

1. Ford 9 inch non-floater with drum brakes allowed.
2. Can be welded posi

Brakes

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

Shocks

1. Stock. No racing shocks. No coil over shocks.

2. Must be mounted in stock location and use stock mounts.

Springs

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

Suspension

1. Stock upper and lower A-arms
2. Stock rear end control arms.

Steering

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

Drive Shafts

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

Battery

1. One automotive type battery.
2. Must be securely fastened down and covered inside a battery box.

Wheels and tires

1. Must use 1" lug nuts.
2. No bead locks.
3. 4-ply passenger car tires or racing tires. G-60 or smaller.
4. Maximum 8" wheel and 8" tire. No LT tires.
5. Protection around valve stem allowed. No wider than bead.

Radiator

1. Radiator in stock location.
2. Single pass after market radiator ok.
3. May have two 2"x1/8" straps from radiator support to bumper no wider than frame rails.
4. 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

1. Cast iron factory heads. No aluminum heads – No aftermarket heads.
2. No roller rockers or roller tip rockers. No roller cams.
3. 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.
4. 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.
5. Engine must be in stock location.

6. Stock ignitions
7. Engine must carry at least 15 inches of vacuum at 1000 rpm.
8. Factory steel pulleys only
9. Distributor must be stock appearing. No MSD ignitions
10. Transmission coolers allowed. If in driver's compartment no more than 4" of rubber line exposed.
11. No fabricated headers allowed. Stock exhaust manifolds. No aftermarket.
12. Engine gauges allowed (tachometer, oil pressure, water temp, etc.)
13. All ignition rotors, caps, coils and modules must be OEM appearing
14. All engine compartments must be steel.
15. No porting, polishing, or alterations of any kind to heads or intake
16. 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.

Driver Protection

1. Racing seat mandatory.
2. Fire suits MANDATORY – TOPS AND BOTTOMS. Gloves and racing shoes are recommended but not required.
3. Must have 5 point safety harness.
4. Closed face helmet and neck roll required.
5. Must have window net (may do both sides)
6. Must have 4 vertical bars in front of driver. Must cover from cage post to center of windshield – min 3/8" rod