

FACTORY STOCK

These rules may be adjusted to ensure competitive fairness.

1. BODY REQUIREMENTS:

- a) American Original Equipment Manufactured (O.E.M.) production steel body. Aftermarket metal replacement panels are allowed.
- b) Bodies must be centered over wheel wells (front to rear and side to side).
- c) Bodies must be stock appearing for make and model used to include fenders, roofs, quarter panels, trunk lid, and hood. No fiberglass allowed
- d) Inner body sheet metal may be removed from roof, hood, trunk lid, doors, front fenders and quarter panels.
- e) All interior carpet, headliner, upholstery, seating, and all plastic and glass must be removed.
- f) All exterior glass and trim products must be removed.
- g) Grilles must be replaced with expanded metal or wire mesh screen.
- h) Doors must be securely fastened.
- i) Any skirting must be 5" above the ground with no sharp edges.
- j) Hood must be separate from fenders, in OEM location, with rear sealed off from driver compartment with metal. Hood and deck must be either hinged or pinned.
- k) Front OEM firewall may be replaced using steel fabricated firewall, 18 gauge or minimum 0.049 inch thickness. Top of firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Bottom of firewall is to be perpendicular to dash and can be no further back than rear of oval body mount frame hole.
- l) Stock dash is acceptable or may be replaced with sheet metal and cannot be widened nor wrapped around to house gauges. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, rear can be no higher than front, except for cowl in front of driver.
- m) Full floor pan (passenger compartment only) may be stock with all holes plated over or may be fabricated of minimum 20 gauge steel level with top of frame rail except for 8" driveshaft tunnel with side to side to mimic a stock floorpan.
- n) A minimum twenty (20) gauge steel firewall is required between the driver's compartment and the fuel cell.
- o) Trunk floor must be removed over rear end housing, remainder of trunk floor may be removed.
- p) Rear edge of trunk may be trimmed and rear tail light support removed only if aftermarket tail piece is used.
- q) Driver's compartment may be boxed in behind the "B" posts of the roll cage.
- r) Trimming body panels for tire clearance is approved.
- s) Windshield must be replaced with four (4) bars in front of driver.
- t) No antennas, radios, mirrors, or spoilers allowed. No spoilers, no hood scoops, no ground effects, no reflective body panels.
- u) No T-tops, sunroofs, convertibles, station wagons, pick-up trucks, or jeeps.
- v) No four (4) wheel drives or rear engines allowed.
- w) No sharp edges allowed.

2. ELIGIBLE ENGINES.

a) CRATE Motor Option:

- a. Must use unaltered sealed GM #88958602 or #19258602 crate engine.
- b. Upon inspection, any different, altered or missing GM seal bolts will result in disqualification, loss of all points for the season, \$1,000 fine and a one year suspension.
- c. \$250 fine and two week suspension for any crate engine not using required
 - i. spacer, (may use 1" thick carburetor spacer, must use Moroso part #64940).
 - ii. distributor,
 - iii. rev limiter,
 - iv. pushrods,
 - v. valve springs or
 - vi. rocker arms.

b) Other than crate motors:

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- a. All block casting numbers shall be verified/validated and traced to stock factory part numbers/casting numbers and/or OEM replacement casting numbers. No aftermarket blocks.
 - b. All block, cylinder head, exhaust manifold, and intake manifold casting numbers shall be verified/validated and traced to stock factory part numbers/casting numbers except as noted.
 - c. No porting or polishing any engine component. No titanium engine parts.
 - d. Those who use VORTEC heads (casting numbers 12558062/10239906 only) must use the Edelbrock 2116 SBC VORTEC Performer Intake.
 - e. Those not using VORTEC heads will be required to use OEM heads with casting numbers verified/validated and traced to stock factory part/casting numbers and may use the Edelbrock 2101 or 7104 Performer RPM Q-Jet Intake Manifold or other stock factory automotive intake manifold that can be verified/validated and traced to a stock factory part/casting number.
 - f. Those who use the Magnum heads (casting/part number 53006671/53005723 only) may use the MOPAR Performance Aluminum Intake (part number 5007381) or other stock factory automotive intake manifold that can be verified/validated and traced to a factory stock part/casting number. Those not using the Magnum head will be required to use OEM heads with part/casting numbers verified/validated and traced to stock factory part/casting numbers."
 - g. Except as noted above, the only unaltered (no porting, polishing, or cooling lines) aftermarket aluminum intakes allowed are: Weiland GM #7547-1; Ford #7515, #8023 or #7516; Chrysler #7545; Edelbrock GM #2101, #2701, #2716; Ford #7121, #7181, #7183; Chrysler #2915.
 - h. Normally aspirated stock standard production V8 small block engines only.
 - i. No aluminum blocks or heads, no GM Bowtie, Ford SVO or Chrysler W blocks.
 - j. No fuel injection, turbo combustion's, and diesels.
 - k. Maximum cubic inch is 363 for GM, 364 for Ford, 370 for Chrysler.
 - l. Maximum compression 9.1 to 1. Atmospheric conditions and equipment limitations suggest a .3 tolerance. Therefore, compression measurements greater than 9.3 means disqualification.
 - m. Cast iron completely stock O.E.M. heads, no porting or polishing, must remain stock as manufactured. Exception: Screw in studs are allowed, push rod guide plates are optional, no stud girdles.
 - n. Cannot alter lifter bores
 - o. Oil splash plates under the valve covers are allowed.
 - p. Valve size as measured across the face of the valve cannot exceed manufactured size.
 - q. If several valves sizes were produced then the smallest valve size manufactured is the only acceptable valve size for this class. (Example Chevrolet head was produced with 1.94 intake and 2.02 intake, this class could only use 1.94 valves).
 - r. Stock stroke for block.
 - s. Stock rods or aftermarket rods are approved
 - t. Stock or stock replacement crankshaft required. No scalloped crankshafts.
 - u. A 1-inch inspection hole required in middle of oil pan above the baffling assembly for inspection of rod and crankshaft throw.
 - v. No modification to the intake manifold will be allowed.
 - w. Stock rockers only. No Roller Rockers of any kind.
 - x. Camshaft limited to hydraulic or flat tappet (solid).
 - y. No Roller or Mushroom lifter cams.
 - z. Aftermarket pulleys are allowed.
 - aa. Stock mechanical water pumps with fans required.
 - bb. OEM firing order cannot be changed.
- c) Engine must be located no further back than where the #1 spark plug is even with the front ball joint, except GM and Ford Metric frames must have back of fuel pump in front of crossmember, and crossmember may not be altered or moved. Aftermarket engine mounts allowed, including mid-plate.
 - d) Engines must be within same corporate line as body. (G.M. to G.M., Ford to Ford, Chrysler to Chrysler).
 - e) Radiator must remain in stock location with overflow vented to the ground between the frame rails.
 - f) Aftermarket radiators allowed.
 - g) 'Wet' sump oiling system only. Accumulator allowed; cannot be located between seat and door bars.

3. CARBURETOR.

- a) **CRATE Motor Option:** unaltered Holley 650 (part # 4150 HP Series)
- b) **Other than crate motor,** unaltered Holley 350 (7448), unaltered Holley 500 (4412) or Quadra Jet. Unaltered

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means carburetor must pass track go/no-go gauges. No aftermarket fuel metering blocks.

- c) Choke may be removed.
- d) No removal of choke horn.
- e) No devices to increase airflow allowed.
- f) Only one round air cleaner may be used. Maximum size will be: 14" diameter by 4" thick.
- g) No cowl induction systems.
- h) No funneling of air, no hood scoops, no heat shields.
- i) All air shall be filtered through the filter.
- j) No carburetor spacers, no carburetor adaptors except a smooth bore spacer not to exceed 1.015 inches will be allowed on the automotive factory stock cast iron intake manifold.
- k) Maximum carburetor to intake manifold gasket size is .255 inches.
- l) Air cleaner top and bottom must be made of solid metal.
- m) No vacuum leaks between air cleaner and intake valve.
- n) No spacer will be allowed between bottom of air cleaner and carburetor.

4. CAR WEIGHT/BALLAST.

- a) A minimum weight of 3,100 lbs. with driver at end of race.
- b) No weights and/or loose objects in driver compartment or outside body.
- c) Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two 0.5 inch bolts.

5. ELECTRICAL/ELECTRONIC SYSTEM.

- a) **Crate motor option:** MUST use original HEI distributor with MSD #8728 rev-control. RPM chip must not exceed 6200.
- b) **Other than crate motor:** Distributor may be O.E.M. style single point, H.E.I. module style distributor, or any version of the MSD 6 box and must be connected to an RPM chip not to exceed 6800. Chips may be tested at anytime by the officials and/or exchanged with track supplied chips.
- c) One ignition box and/or rev limiter is required on car mounted in engine compartment or over the steering column accessible via an inspection cover. If used, the only approved ignition box is the MSD 6A, 6T, or any version of the MSD 6 box will be allowed. No other ignition boxes will be considered. No additional ignition accessories.
- d) The following MSD remote rev limiters are allowed:
 - P/N 8728, MSD Soft Touch Rev Control, is designed to be used on standard points ignition or inductive ignition systems. This means that the PN8728 can be installed on engines with a GM HEI Ignition, Ford or Chrysler electronic ignition and any standard breaker points system without an MSD box.
 - P/N 8738 MSD Soft Touch Rev Control is approved for use with MSD 6T and 6TN Ignition Boxes.
 - P/N 6420 MSD 6AL Ignition Control Box with Rev Limiter Built-In.
 - P/N 6430, MSD 6 ALN Ignition Control Box with Rev Limiter Built-In.
- e) The battery must be located in the trunk area securely mounted and protected from the fuel cell.
- f) Only one 12-volt battery allowed.
- g) Alternator is approved. No magnetos.
- h) No bundling of wires, all wires must be open and visible.
- i) Positive post/terminals must be shielded.
- j) All vehicles must be self-starting without being pushed or pulled in staging area or on the track. All cars must join lineup on demand or go to rear of that race.
- k) No digital gauges.
- l) No crank triggered ignition systems
- m) Starter must bolt in OEM location.
- n) No timing retard controls,
- o) No electronic monitoring computer devices capable of storing or transmitting information except analog tach.
- p) No adjustable ignition control boxes.
- q) No electronic traction control devices.

6. EXHAUST SYSTEM.

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- a) O.E.M. cast iron exhaust manifolds approved. Ram horn/center dump type exhaust manifolds are NOT authorized. Frame modifications for exhaust clearance are not authorized.
- b) Minimum exhaust length from manifold flange is 42 inches and must extend past firewall and turn towards ground when using OEM exhaust manifold with maximum three-inch O.D. exhaust pipes; must remain dual exhaust, no crossover or 'Y' pipes.
- c) Exhaust headers are authorized with 1 5/8 inch header pipes merging into a 3" non-tapered collector dumping the exhaust gases under the car and toward the ground or behind the driver's seat. Step up or step down headers are not authorized. Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. Must remain dual exhaust, no crossover or 'Y' pipes. No exhaust through body panels or fenders.

7. DIFFERENTIALS.

- a) Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed.
- b) Safety hubs (floater) allowed.
- c) No sway/panhard bars.
- d) All components must be steel, exceptions are: lowering blocks, axle cap, and drive flange may be aluminum.
- e) No adjustable lowering blocks.
- f) Full steel spool, steel mini spool or welded rear end only.
- g) Solid steel axles only.
- h) No quick change devices.
- i) One piece drive flange only.
- j) No torque-dividing differentials and/or no scalloped ring gears.

8. WHEELS & TIRES.

- a) The track tire is the BTC (Boubin Tire Company) stamped McCreary American Racer G-60 or the Hoosier G60 with IMCA stamp.
- b) Tire siping, grooving, and grinding allowed. No conditioning of tires allowed. Tire durometer cannot be less than 50.
- c) Wheels must be steel, eight (8") inch maximum racing wheels.
- d) All Four (4) wheels must be same diameter of fifteen (15)" inches.
- e) No acorn or sleeve type lug nuts.
- f) No wheel weights.
- g) External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8.75 inches.
- h) Mud plug and/or inner wheel mud plugs allowed.
- i) Foam rubber and/or plastic mud plugs do not require fasteners. All other mud plugs require metal, mechanical fasteners such as DZUS fasteners. Tape to hold a metal mud plug in/on the wheel will not be allowed.
- j) One (1") inch lug nuts mandatory on wheels.
- k) 5/8" steel wheel studs required.
- l) No bleeder valves.

9. FRAMES.

- a) Wheel base minimum is 101", maximum is 110" without specific written authorization.
- b) Frame must remain stock. Prior alterations must be repaired.
- c) Frame Option: Frames from General Motors Chevrolet S-10 and GMC S-15 compact pickups 1982-2004 allowed under any car brand. Frame may be shortened to match wheelbase of car body. (Engines must match car body, i.e. Chevrolet to Chevrolet, Ford to Ford, etc.). Car using this option must use leaf spring rear suspension.
- d) No third rails, no underslung frame additions, or no further additions to the frame except those authorized by these rules.
- e) Frame stiffeners allowed inside existing stock frame, frame may be boxed.
- f) Unibodies must have stock subframes tied together front to rear.
- g) X-bracing optional all cars.
- h) On full frame cars, excluding GM S-10/GMC S-15 compact pickup frames, the rear frame rails may be replaced from 6" behind rear axle by 2 X 3 square tubing minimum .120 wall. Square tubing must follow stock frame rail position.

10. SUSPENSION & STEERING:

- a) Aftermarket stock replacement springs allowed.
- b) No torque absorbing devices.
- c) All components and mounts must be steel, unaltered OEM, in OEM location and match frame.
- d) Rubber, nylon or steel lower A-frame bushings only - no offset or bearing type.
- e) No sway bars.
- f) No adjustable shock mounts.
- g) No lightening of suspension parts.
- h) Leaf springs must be in stock location
- i) Stock rear suspension must be stock O.E.M. for year and make of car (i.e. leaf cars run leaf springs, coil cars run coil springs in stock location).
- j) Exceptions are: weight jacks allowed - must be in original centerline of spring tower; OEM upper A-frame mount may be moved or replaced with aftermarket steel mount matching upper A-frame_bolt on design; OEM or OEM replacement ball joints allowed.
- k) For 1978-1987 GM mid-sized metric frame, OEM upper A-frame may be replaced using aftermarket nonadjustable upper A-frame.
- l) Shock location may be moved and may go through center of aftermarket upper A-frame, but frame cannot be altered in any way.
- m) Single hole shock mounts or stock shock mounts are approved.
- n) All front suspension components must be steel, unaltered OEM, in OEM location and match frame. Exceptions are: bolt on spindle savers allowed, OEM steering column must be replaced with steel knuckles. Steel steering shafts must be collapsible.
- o) Quick release required - steering quickener and steering wheel may be aluminum.
- p) O.E.M. Power Steering pumps, GM-to-GM, Ford-to-Ford, Mopar-to-Mopar, only. Remote fluid reservoirs are authorized.
- q) No coil over, air, or remote reservoir shocks. No coil over kits.
- r) No Schrader or bladder type valve allowed.
- s) No coil over eliminators.
- t) One steel spring per wheel only.
- u) All coil springs must be minimum 4.5 inches O.D. and non-progressive.
- v) All rear suspension components and mounts must be steel and in OEM location. Aftermarket trailing arms bolted in stock location are approved and must be of equal length top to top, bottom to bottom. Heims joints are not allowed on trailing arms. No independent rear suspension.
- w) Upper control arm mounts on rear end must be level with each other.
- x) Rubber or nylon control arm bushings only, no offset or bearing type.
- y) Welded single-hole shock mounts are approved. Coil springs may be moved, but center line of axle tube can be no further forward than the front of spring, or no further back than rear of spring; shocks may be moved, but must remain behind housing; lower control arm mounts on rear end may have multiple holes (maximum of five) for adjustment.

11. TRANSMISSION & DRIVE SHAFT:

- a) Driveshaft must be made of steel, painted white, and a minimum of 2" diameter.
- b) Minimum of one 360-degree driveshaft loops constructed of 1/8" x 2" steel and securely mounted to frame, cross member or floor pan between 6 inches and 9 inches behind the yoke. When mounted to floor pan, loop brackets must be secured with 6" square 1/4" plate top and bottom of floor pan and bolted at the corners with minimum 3/8 bolts.
- c) Yokes must be steel.
- d) **Manual transmission:** Must be OEM or OEM replacement case, must use stock disc clutch, must have approved steel scatter shield or 1/4" steel minimum blanket, must have at least two forward gears and one reverse, plus neutral position. With motor running and car in still position, must be able to engage car in gear and move forward, then backward.
- e) No multi disc clutches or aluminum flywheels.
- f) No five speed (or more) transmissions, "in and out" boxes, or quick change devices allowed.
- g) Unaltered single flywheel/flexplate must be full OEM, or OEM replacement and must be bolted directly to end of crankshaft. Pressure plate must be bolted directly to flywheel/flexplate. All driveline components within

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bellhousing must rotate consistent with engine RPM while car is in any gear.

- h) **Automatic:** Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump and must use stock torque converter. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scattershield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate.

12. BRAKES.

- a) Stock O.E.M. Four- (4) wheel brake system through out the car.
- b) All Four (4) corners must be lockable with minimal pressure from pedal.
- c) Adjustable proportioning valve allowed, front to rear only. No devices allowed that would enable driver to make adjustments while car is in competition.
- d) No shut off valves of any kind.
- e) No anti-lock braking systems.
- f) No lightening of brake parts.
- g) Aftermarket caliper brackets allowed.
- h) Stock steel or stock cast magnetic calipers.
- i) External mounted steel brake lines only.
- j) Vented rotors only, no scalloped or ceramic coated rotors.
- k) Rear rotors may be aftermarket 0.810 inch thick (new).

13. FUEL.

- a) Fuel: Gasoline, racing fuel, and E85 allowed. No performance enhancing additives or scented additives. Fuel must pass dielectric, chemical, and specific gravity tests.
- b) No plastic or urethane fuel lines allowed.
- c) Fuel line must be mounted securely. The fuel line is expected to be routed to the engine compartment from the trunk compartment through the frame rail or attached to the frame rail and should not be routed through the driver's compartment. If the fuel line is routed through the driver's compartment it shall be enclosed in steel tubing or metal conduit with driver required to wear a two layer driver's safety suit with top and bottom nomex underwear and car equipped with a minimum 5 pound Halon fire system.
- d) Mechanical OEM type push rod fuel pumps only.
- e) Racing fuel cell required, maximum 22 gallon, must be in minimum 20 gauge steel container. Must be securely fastened in trunk above top of rear frame rails, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick.
- f) No fuel cells allowed over rear end housing.
- g) Metal firewall must be between driver and fuel cell.
- h) No adjustable fuel cell mounts.
- i) Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required.
- j) No cool cans.

14. BUMPERS:

- a) Front and rear tow hooks mandatory.
- b) All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only.
- c) One of two options must be used:
 - 1) OEM: Bumpers must be complete, unaltered OEM with no sharp edges. Must have steel connecting ends to body. No bars past outside edge of the body. Rub rails must be inside body panels.
 - 2) Aftermarket: Fabricated tubular bumpers allowed and bent to fit with rounded ends. Main bumper bar must be minimum 1.5 inch OD by .083-inch wall thickness on front, and 1.75 inch OD by .120-inch wall thickness on rear. All tubing ends must be capped.
- d) Maximum one inch wide by two inch tall steel or lexan rub rails allowed – bolted flush to body.
- e) No sharp edges allowed on bumpers, rub rails, or bolts.

15. REAR VIEW MIRROR.

- a) Mirrors or reflective material not allowed.

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16. IDENTIFICATION AND MARKING.

- a) All car numerals must be applied in bold, contrasting, non-reflective, non-mirror colors.
- b) Side numbers must be at least 18 inches high; letters if used must be 12 inches high and all neatly attached.
- c) A number 24 inches high (letters if used must be 18 inch high) must be attached to the roof, reading from the passenger side.
- d) Numbers must be at least 4" wide.
- e) Sponsors' names must not interfere with car numbers and must be neatly lettered.
- f) If numbers cannot be read then driver loses all rights to question finish.

17. SAFETY:

- a) A toggle type ignition kill switch boldly marked ON and OFF must be connected and located directly behind the driver's seat.
- b) Helmets are required and must be a minimum of SA2005 with certification label inside helmet.
- c) Helmet must be worn at all times car is on the track and must be provided for inspection.
- d) Roll bar padding (Fire retardant recommended) required in driver compartment and all roll bars within the reach of the driver's head must be covered with roll bar padding. Roll bar padding in conjunction with a containment seat will be determined on an individual basis by Lakeside Officials.
- e) An approved head and neck restraint system (i.e. Hutchens, G-Force, Hans, etc.) is required. An approved head and neck restraint system means a system tested and subsequently approved for sale by vendors.
- f) SFI approved full fire suits of a flame-retardant nature must be worn by all competitors. Nomex underwear highly recommended.
- g) Fire retardant gloves and fire retardant shoes are required.
- h) Minimum six point safety belts, sub belt, and shoulder harness required and securely mounted as prescribed by manufacturer. Excess belt must be secured.
- i) Seat belts and shoulder harness cannot be more than three years old.
- j) Aluminum seat only, must be bolted in using minimum 0.375 inch bolts with oversize washers to keep bolt from pulling through seat (fender washers). Head and shoulder supports on both sides is highly recommended .
- k) Seat must be mounted inside the frame rail and ahead of the "B" Post of the roll cage.
- l) Bottom of seat can be no lower than the bottom of the frame rail.
- m) All cars must have an approved rib type, made from minimum 3/4 inch, maximum one inch wide nylon material with a minimum one-inch square opening between the ribs, window net in the driver's side window at all times the car is on the track. No mesh nets.
- n) Window nets, minimum 22" wide and 16" high, must latch at top of car so that window net hangs down on door or inside door when unlatched. Triangle window nets in addition to regular window net recommended on each side of seat.
- o) The bottom of the window net must be securely mounted. (pop rivets, hose clamps, and/or wire ties are not acceptable).
- p) It is recommended that cars be equipped with a fully charged Halon On Board Fire Suppression System.
- q) Minimum requirement is a 2.5 lb. fire extinguisher securely mounted in vehicle and within driver's reach for activation.
- r) Each team must have a minimum 10 lb. Dry chemical and/or a 10 lb. CO2 and/or 2.5 gallon water fire extinguisher in their pit area. Fire extinguishers must be visible.
- s) Rear Coil Springs must be tethered. The tether must be a minimum of 1/8" cable or minimum 3/8" rope connecting the coil spring to either the frame or rear axle.
- t) Roof Escape hatch approved provided it is closed and locked during racing.

ROLL CAGES.

- a) Car builders and drivers/owners are responsible for roll bar installation. Officials will examine all workmanship to check that roll cage welds are completed and may test to ensure the proper metal diameter and wall thickness was used.
- b) Round steel tubing, seamless roll-over bars are required for the basic roll cage. Acceptable minimum size tubing is as follows: one and three-quarters (1-3/4) inches by .090 of an inch or one and one-half (1-1/2) inches by .095 of an inch for mild steel and DOM tubing (one and three-quarters (1-3/4) inches by .083 of an inch for chrome-moly tubing). Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded.

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- c) Low carbon, mild steel tubing is recommended.
- d) Must be frame-mounted in at least six places.
- e) No brazing or soldering allowed.
- f) Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops.
- g) Driver's head must not protrude outside cage with helmet on and strapped in driver's seat.
- h) Must have minimum of one cross bar in top halo of roll cage.
- i) Protection of feet is mandatory.
- j) Bar across back of engine with vertical bars and rub rails, or similar protection.
- k) No brace bars forward of cage may be higher than stock hood height.
- l) Main cage no further forward than engine plate.
- m) Roll cage on unibody Factory Stock cars must be welded to a footplate of 1/4" minimum steel plate by 12" square, both topside and underside of floor pan.
- n) Nerf bars must remain inside body.
- o) Rear hoop must be braced

DOOR BARS.

- a) A minimum of three driver side door bars, at least 1.5-inch O.D. and .095 inch wall thickness, must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle.
- b) The sidebars must be welded to the front and rear of the roll cage members.
- c) Must have at least one cross door bar, minimum 1.25-inch O.D., on passenger side of car, either horizontal or angled.
- d) A minimum of 18 gauge steel doorplates welded from 'A' post to 'B' post top to bottom of the door bars will be required.
- e) Must be visible for inspection.

FUEL CELLS:

- a) Racing fuel cells required and must be securely mounted by at least two solid steel straps, two inches wide, or 1" square tubing around cell.
- b) Fuel cells must be enclosed in steel container and must be mounted securely behind rear axle and between the rear tires, no lower than 10 inches off the ground, protected by roll-cage tubing.
- c) Protective tubing must cover the rear and extend past both sides of fuel cell.
- d) Fuel cell shall be a minimum of four inches ahead of rear bumper.
- e) Fuel cells shall have check valves. Bladders are highly recommended.
- f) Fuel cells are limited to 22-gallon maximum capacity.
- g) Pick-up must not be underneath (bottom side) fuel cell.
- h) Fuel cell must have in internal flapper valve.

WEIGHT:

- a) Weight/ballast must be painted white with car number on it. The driver is subject to a \$100 fine if the car number is not on the weight or the incorrect car number is on the weight.
- b) All weight/ballast must be lead.
- c) All weight/ballast must not exposed at any point to outside interference.
- d) Race vehicles losing weight/ballast on racetrack will be disqualified and weight/ballast retained by track officials.

18. DEFINITIONS.

- a) The definition of "Stock" means unaltered and as originally produced in its purest form for factory- installed installation for make and model as they pertain to these rules.
- b) Any part not covered by these rules must remain Stock in the purest form for make and model.
- c) The definition of "Legal" is any and all structures, parts and equipment pertaining to the car that conforms to these rules and regulations as determined by Track officials.

Speedway Officials will have the final word on all matters of rules. Speedway officials will be empowered to restrict any car from competing. Any other alterations or modifications not specifically allowed for in these rules will be considered illegal. **IMPORTANT NOTE: COMPETITIVE RACING CAN RESULT IN INJURY AND/OR DEATH TO THE PARTICIPANT. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM**

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PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. The rules and regulations are intended as guides for the conduct of the sport. They are in no way a guarantee against injury or death to a participant, spectator, officials, or other.