



2023 FACTORY STOCK RULES

BODY: Any American made stock passenger car body on the stock unaltered full frame, or Chrysler & Ford unibodies. No front wheel drives. No Camaro, Mustangs or Station Wagons frames. Stock appearing aftermarket plastic nose piece allowed, can be drilled for air but may not be extended with any type of material. Tail pieces with no holes are allowed. Rear of car must be sealed off, no exposed fuel cell. No wings, air scoops, and hood scoops that alters stock appearance. Bodies cannot be moved from the original body mount rubber bushing no more than +/- 1" cannot be less than 5 1/2" from ground. A front visor is allowed on the windshield area MAX 7 inches. No side or rear window visors allowed. Sunroofs and T-tops must be reinforced and enclosed. No nerf bars. Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. All glass, plastic, upholstery, lights, mirrors, and trim must be removed. Cars must be stock appearing. No cutting, channeling, shortening, or modifying of body is allowed. No excessive trimming of fenders or hoods allowed, no drilled holes allowed in hoods for air supply, must maintain stock OEM appearance. If Hood does not have a 54" opening, fenders must be removable with 7/16 bolts. All doors, fenders, and window openings must remain stock appearing and OEM dimensions and be the same on both sides. No straight slab sides. No enclosed interiors, or decking allowed. Front edge of rear deck cannot be more than 8" forward of center of rear-end and must have at least 2" continuous drop from front to rear. Rear of dash can be no more than 35" from the center of the distributor or 28" from back edge of the center of stock hood. Firewall must be full and complete and no further back than oval hole, must be made from 18 gauge steel, must be a minimum of 24" tall. Interior must be completely sealed off from engine, ground, and trunk. Cars must have a complete stock OEM steel roof mounted in OEM location and OEM rake and angle for model or aftermarket fiberglass roof is allowed. All openings should be covered as to isolate the driver, subject to track approval. Race car body should be maintained in such a manner as to keep a presentable appearance. Hood must have a minimum 54" opening centered over the frame. Trunk must have a minimum 42" opening centered over the frame.

FLOOR PAN: OEM floor pan may be cut 6" behind front OEM mounts in a straight line across to the other side and be replaced using steel fabricated floor pans made of 18 gauge metal or minimum of .049" thick steel securely welded to the frame. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail with the exception of a maximum tall 8" drive shaft tunnel and similar to OEM tunnel in size. Interior must be completely sealed off from engine, ground, and trunk.

FRAME: Frame must be full and complete. Cannot be widened, narrowed, shortened, lengthened, or be cut, bent, or altered to change suspension brackets. Rear of frame behind upper shock mounts may be replaced with round, square, or rectangular tubing. Cannot narrow right rear frame for tire clearance. No frame alterations allowed. All Bars forward of cage must be lower than the hood. May not be cut for tie rod clearance or oil pan clearance.

BUMPERS: Stock type rear bumper is required or you may run a rear aftermarket bumper but must run an aftermarket rear cover. A fabricated front bumper may be used with the following conditions: cars with aftermarket nose pieces - the bumper may extend past frame rails for support and reinforcement. Must be behind nosepieces. Cars without nosepieces - the bumper may not extend past front frame horns. NO SHARP EDGES. Must have a minimum of 5/16th diameter chain welded to front and rear of car with the design so tow truck can attach to them, this will be a DQ item. Rear bumper must be covered by the tailpiece if the car has a tailpiece.

ROLL CAGE: Minimum four-point cage, minimum size 1 1/2 "O. D. by .095" wall thickness. Minimum three bars in driver's side door. Door plate from main loop to front edge of seat. Five-point quick release seat belt and harness required for driver. Racing seat is required. Must have window nets door plate and fire-suit, fire retardant shoes, and gloves for driver. Must have at least three bars in front of driver in windshield area. Window net is mandatory for driver and must be properly installed no zip ties or hose clamps.

ENGINE OPTION #1:

Must be stock for the make and model except no 400's or larger small or big blocks. Must use cast 4 equal valve relief flattop or dish pistons no gas ported pistons or rings, summit #sum-17360fc, speed pro-2256, icon #fhr ic-9913, diss #k8702-4000 is allowed. OEM crankshaft - cannot be lightened. No narrowing, bullnose, knife edge, undercut or drilling of second or third rod throws, Scat SCT-9-10442 or eagle 103503480 is ok but cannot be lightened, counterweights cannot be cut down, ground on or polished. OEM steel connecting rods only must remain stock OEM length, pressed pins only, weight and shape, Scat SCA 25700P or Eagle EAGSIR5700BPLW is allowed. No lightening of any parts. Aftermarket water pump, mini starter, pulleys, okay steel harmonic balancer and steel oil pan only. Aftermarket power-steering pumps okay and must be belt driven. Metric cars may run a 350. NO stroking or de-stroking. Engine height and setback must be in stock location +/- 1". GM metric frame center of fuel pump must be located a minimum of 1 3/4" in front of unaltered cross member. Solid motor and transmission mounts okay. No full mid plates. Maximum cranking compression 175lbs. (ignition off, engine turned over 5 compression strokes). Oil pans must have at least a 1" inspection hole with nothing inside of inspection hole blocking inspection scope from seeing rotating assembly. No alterations of stock oiling system. No vacuum pumps. No turbo or superchargers even if factory equipped.

ENGINE OPTION #2:

- A. Chevrolet Performance factory sealed CT350 Chevy small block crate engine (Part #88958602 or #19258602 or #88869602).
- B. May run any stock Holley carburetor – limit one 2 barrel. With a maximum combined total spacer, adapter of 1", maximum of two 0.100 thick carb gaskets. Carburetors shall be subject to claim.
- C. Crate Engine is not subject to claim but must have a prominently displayed a 2" tall "Crate" decal affixed near the A pillar or Crate Engine is claimable. Any driver running a "Standard" engine with a "Crate" decal will be disqualified. Any driver running with a Crate Engine will not be eligible to claim in that season. Any driver that claims a Standard Engine and switches to Crate Engine will be eligible to be claimed.
- D. Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) GM twist off bolt engines are not allowed. Approved cables, Chevrolet performance cap seals, crate USA Gen IV (green) or Gen V (black) cable seals, RUSH Cable seals, BIG O Speedway seals, and IMCA cable seals are allowed. ACAS, NDRA, Crate USA Gen I (silver), Gen II (blue) or Gen III (yellow) WILL NOT BE ALLOWED. To compete with any other seal or sealing system not listed you must contact the racetrack for approval. Any altered, damaged, or missing cables will result in driver being disqualified from that event, loss of all track points and fined \$1000. Fine must be paid in full before being allowed to race again.

ENGINE OPTION #3:

LS 5.3L, Iron block

LM7 applications:

2002-2005 Cadillac Escalade 2WD

2002-2006 Chev. Avalanche

2003-2007 Chev. Express/GMC Savana

1999-2007 Chev. Silverado 1500

1999-2007 GMC Sierra 1500

2000-2006 Chev. Suburban/GMC Yukon XL 1500

2000-2006 Chev. Tahoe/GMC Yukon

Engine Block Specification:

Casting Numbers: 12567392, 12567393, 12551358

Displacement: 5.3L/325 cid

Bore Diameter: 3.780 in.

Stroke 3.622 in.

Deck Height: 9.230-9.240 in.

Bore Spacing: 4.400 in.

Cam Housing Bore Diameter: Bore 1/5 = 2.326, Bore 2/4 = 2.317, Bore 3 = 2.307 (1999-2003)

Bore 1/5 = 2.346, Bore 2/4 = 2.326, Bore 3 = 2.307 (2003-2007)

Cylinder Head Specifications

Casting numbers: 862,706 Aluminum

Camshaft:

Valve Lift (int./exh) 0.457 in./0.466 in.

Valvetrain:

Lifter Style: hydraulic roller

Intake valve diameter: 1.890 in.

Exhaust valve diameter: 1.550 in.

GAS only pump gas

Items Necessary to complete installation:

Intake manifold:

Edelbrock Performer RPM LS1 intake Manifold Kits 7118, Kit includes a wiring harness and an MSD/gm ignition controller 6014

LS square port gaskets. Option #1 Dorman Part # 615183G, Option #2, Edelbrock part # 7386

LS engine mount part # KRC 79000000

Electric cooling fan is ok

Electric fuel pump and regulator is ok

Any water pump

Any aftermarket front pulley system

Any power steering pump

Any front drive fuel pump

Or a kit like Jones kit with tandem fuel/p.s. water pump is ok

Stock manifold 2 bolt flange or header: Schoenfeld 186LS1

Carburetor: Holley 500

CAMSHAFT, VALVETRAIN, AND CYLINDER HEADS: Hydraulic cam and flat tappet lifters only. .447 maximum lift at valve or .298 lobe lift at cam. Must maintain 14" of vacuum at 1200 rpm. 1.94 maximum intake valve diameter, 1.50 maximum exhaust valve diameter on Chevrolet engines. No hollow valve stems Stock size and shape valve springs and retainers, no titanium parts. Stock length and diameter pushrods only. Stamped steel 1.5 rockers on Chevy, 1.6 on Ford and Chrysler, NO roller tips. Aluminum rocker arm oil shields ok. Open chambered heads only, must be unaltered, OEM NO porting, polishing, coating, no gasket matching allowed. The only GM head numbers allowed are 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, and 3970126. Screw in studs ok, guide plates ok. 305 engines may use 305 heads no vortec. Engine quest part number CH350I and dart part number 10024360, dart part number 91624360 are allowed but must remain as produced absolutely no casting removal below the valve seat or inside the intake and exhaust runners or valve guide boss. No unshrouded valves, all heads subject to cc test, flat milling only.

CARBURETOR AND FUEL SYSTEM: Cast Holley 4412 2 barrel. No HP carbs or parts, Must be unaltered. NO L6R3250R CASTINGS ALLOWED. Casting number L6R199B IS ALLOWED BUT MUST REMAIN as produced by the manufacture including metering, plate base plate and bowl. NO screw in air bleeds, NO powder coating, or any modifications. Choke plate may be removed. 4412 must be cast into choke horn of carb. Maximum spacer and adapter 1" combined total and maximum of two 0.100 thick carb gaskets. Fuel pump must be in

stock location for make, no electric pumps or fuel injection even if factory equipped. NO fuel pressure regulators, NO fuel bypass systems, or any cool can devices. A shield from the top of radiator over the fan is allowed but may not go past the water neck housing and can't be boxed in on the sides.

EXHAUST: Stock unaltered cast iron exhaust manifolds only no porting or grinding allowed. Exhaust pipe must unbolt from manifold within a maximum of 5" of flange. No Chevy center dump, Corvette, marine, Lt1 or tubular steel type manifolds. No adaptors between head and manifold must be able to use all OEM exhaust bolt holes in head. No two into one exhaust or x pipes no anti-reversion exhaust must remain duals.

INTAKE MANIFOLD: Stock OEM unaltered aluminum or cast iron intake only. No stock high performance or high rise, No bowties. No porting, polishing, cutting or gasket matching, stock unaltered Edelbrock 2701 and 2101 intakes allowed, absolutely no modifications allowed to intake.

TRANSMISSIONS: Any stock type automatic or cast iron 3 speed OEM manual transmission. No 4 or 5 speed transmissions. Automatics must have stock appearing working 11" torque converter cannot be smaller with ring around it. Torque convertor must be steel. AFTERMARKET SFI ALUMINUM bellhousings on automatic transmissions IS ALLOWED, aftermarket pan is allowed. Flexplate must be full, unaltered OEM, or OEM replacement. No direct drives. All gears and planetary must remain OEM configuration. Hardened input shaft is ok. Transmission Cooler ok. Manual must have single disc 10.5" clutch, flywheel and pressure plate must be steel, minimum 15lb steel flywheel. No Aluminum bell housings on manual transmissions. No mini clutches. Steel drive shafts only must be painted white and have a loop 6" from front u-joint factory mount, chain or flat strap is ok.

FUEL: Pump or racing gas only. No methanol allowed. No additives or smells. Fuel cell must be secured in trunk and have a minimum of 2" x 1.25 flat straps around it, no part of fuel cell can be forward of any part of rear end. Fuel cell must be visible for inspection purposes from the top through a removable stock appearing trunk lid.

SUSPENSION: Front and rear suspension must be stock unaltered OEM for that make and model of frame, ball joints, spindles and all components, right front brake caliper may be removed. Lower control arm bushings must be OEM design only and cannot be steel, aluminum or grease able type. No air shocks. Lower A-Frame mount cannot be notched for clearance. No alterations to any part of the suspension or frame will be allowed. May run IMCA type upper a-frames, ball joint must remain in the OEM location of a-frame on upper control arms 8" or 8 1/2" length only, must be left on left and right on right no flipping A frames over. Sway bars must be stock for make and model mounted in OEM mounts. No suspension stops of any kind and my not be touching and suspension stops or A-frame. Steel Shocks only must have OEM style stock type rubber ends, must be mounted in stock location. Cannot space shocks up or down, No bulb-type, threaded body, coil-over, or remote reservoir shocks. No external or internal bumpers or stops. No Schrader valves on shocks. All shocks must collapse completely at any time. Upper and lower trailing arms may be braced for strength.

SPRINGS: Maximum length of rear springs 14" tall free height and both sides must be equal height and in stock location. 5" minimum diameter. No spring rubbers, no adjustable weight jacks of any kind, and must sit in unaltered top stock mounts. 110" plus wheelbase cars may use 15" rear springs. No progressive Springs. Both front springs must be a minimum of 11" tall with 1/2" tolerance.

BALL JOINTS: May run aftermarket ball joints but must be stock OEM dimensions. Rebuildable ball joints ok, May be bolted underneath top a-frame.

REAR END: Stock rear-end for make and model no modifying axle bearings or length May use thick collar around axle seal area to prevent egg shaping. All brackets, control arms, and shock mounts must be in stock location. All trailing arm bushings must be OEM or OEM replacement with OEM design and No Alterations, no soft bushings allowed. Gears may be locked must use stock unaltered ring gear carrier may weld or use bolt in locking blocks, No scalloped gears. No full spools, Detroit lockers or torque sensing devices. Optional spring cups will be allowed on rearend housing. Must be welded flat on the center line of the rearend and be in OEM location. Rear end housings may be braced.

STEERING / DRIVER SEAT: Steering boxes must remain in stock location. Aftermarket steering wheel and quick release steering coupling are recommended. Quick steer boxes allowed. All components must be steel, Unaltered OEM, in OEM location and match frame. Exceptions are: Tie Rod adjusting sleeve may be replaced with 5" steel tube, replacement spindle Speedway Motors raised cast part number 91034501 allowed; bolt on OEM spindle savers allowed. No part of driver seat may be no further back than 25" forward of center line of rear end housing. No knobs, handles, or levers other than the gas pedal and brake pedal allowed for adjustment of carburetor, ignition timing, or brakes.

RADIATORS: Any (1) radiator that fits in original location without any body modifications is allowed. Water pump mounted fans only, no electric fans.

IGNITION: One 12 volt battery only must be mounted securely in rear of driver's compartment or trunk area if in the drivers compartment battery must gel type only and be completely covered. No voltage generators in series with ignition system, voltage at distributor cannot be more than at battery (12) volts. One stock type distributor, module, and coil in stock location only. Ignitions on/off switch must be clearly marked. No traction control devices of any kind. No digital gauges or tachs.

BRAKES: May use dual aftermarket master cylinders and Aftermarket pedal OK but no crank knobs. Must have at least 3 working brakes. Right front may be blocked off, no brake gauges, bias adjustment, no electric or manual cut-off switches or valves allowed inside driver's compartment. Optional one (1) manual brake shutoff valve allowed underneath the hood to the right front only. Disc brakes allowed in rear No aluminum or composite rotors or calipers. Must use OEM steel stock rotors on rear disc. No lighting or modifying of components.

TIRES AND WHEELS: 8" maximum wide wheels allowed, 15" diameter steel wheels only. Beadlocks are allowed. Mud plugs and wheel covers are allowed. Car Number must be on all Wheel Covers. Wheel cover must be plastic, be bolted, no Dzus fasteners, the ring that holds the wheel cover must be welded to the wheel in at least three places. No bleed-off valves. Must run 1" steel lug nuts. Aluminum wheel spacers only with a maximum thickness of 1 inch combined total per wheel. Approved unaltered Hoosier asphalt F45, G60, and KK704 are allowed. Must durometer 54 or higher WITHIN 15 MINUTES of checker flag, Subject to inspection any time before or after the race. Grooving, siping, softening, needling, metal grinding disc, treating, softening, or wrapping in plastic allowed.

WEIGHT: Weight may be securely added in trunk or under the hood, but not in plain view or within the driver's compartment must be painted white with car number. Car must weigh minimum 2900 lbs. with driver after race. No weight mounted to rear end housing or any suspension parts, all weight 25 lbs or less may use one 1/2" bolt, any weight over 25 lbs must use two 1/2" bolts, no stacking of weight. All weight is subject to inspection, any car losing weight will be subject to disqualification. Any weight that falls off a car will be confiscated by the track.

No Titanium parts, no gun drilled parts or bolts.

If it doesn't say it's ok don't do it!

COURTESY RULE: Any car with "minor" rule infractions will be allowed to race (1) event. Must be determined before the race. Cars with infractions are subject to weight penalty.

CLAIM PROCEDURE RULES:

ENGINE CLAIMING RULES: Any driver in the same race on the lead lap may claim one of the top three finishers immediately after the "A" feature in the tech area with money in hand.

(A) \$1,000.00 and swap claim on engines.

(B) Claim does not include - Flywheel, clutch/assembly, bell housing, breathers, carburetor, starter, motor mounts, oil/temp sending units, water pump, fan, pulleys, dip stick, distributor, wires, water outlet/restrictor, fuel pump, fuel pump plate/rod.

(C) Driver may NOT claim another driver finishing in a position behind them and may not successfully claim the same driver more than once per calendar year

(D) The driver of the claimed car will be given ten minutes to make a decision to accept the claim. If no decision is given after ten minutes he will automatically be disqualified.

Once the claimed driver has accepted the claim and both cars pass tech, and if the claimed driver then refuses to sell, he will be suspended for 30 days for his first offense and lose all money and points for that night. Claiming Driver must have competed in 100% of all races for current year. Claiming driver must have cash in hand and present it to the tech official immediately after the race. If the claiming driver leaves the racetrack or stops to speak to anyone other than a track official, he will be disqualified and not allowed to claim. The claiming driver must tell the tech inspector who and what he is claiming immediately. Claiming driver must remain with his car. Both cars must pass tech in order for it to be a valid claim.

Once both drivers have been notified that the claim is valid, they will be given one hour to have the motors out of their cars. Any attempt to sabotage a motor will result in an automatic 30 day suspension and loss of all points for the season. Both drivers will be allowed two crewmembers to assist in removal of the motor. Any disturbances by the driver or crewmembers in the tech area will be automatic grounds for disqualification. This type of disqualification will not affect the claim and it will continue after the removal of the individual who caused the disturbance.

CARBURETOR / DISTRIBUTOR / SHOCK CLAIM RULES:

The official claiming area is in the tech area, or wherever track designates. Claim must be made immediately after the "A" feature race finishes (checkered flag). Only the driver may make the claim. Driver must have money. The claiming driver must be on the same lap as the driver being claimed. Only the top three cars may be claimed by another driver. A driver can claim another driver's multiple claims on the same carburetor, distributor, or shock, a draw will be held with claiming drivers to determine who gets claim. Refusal to sell will forfeit all cash, trophies, and points for the night. If claim is refused, claim is not held against driver who made claim.

Carburetor claim \$200.00 and swap, Shock or Spring claim \$20.00 each and swap, Distributor claim \$100.00 and swap.

PROTEST RULE: Any driver in the same race on the lead lap may protest another car immediately after feature in the tech area. \$250.00 cash per component \$50.00 to the track, if legal protested car gets \$200.00 if illegal protestor gets \$200.00 back.

The track reserves the rights to adjust the rules as necessary to keep any anyone from having an unfair advantage.

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