



2009 Sport Stock

All cars must have wrecker hookup. All cars should have fire extinguishers in reach of drivers, 5 lb. minimum. Window nets are recommended for all cars. No radios, mirrors communication equipment permitted, including pit boards.

All parts specified as OEM/stock manufactured must be standard option parts or equivalent aftermarket parts and must be readily available from car dealer or any auto parts store. Casting numbers must remain on all OEM/stock parts.

Rules that state ALL CARS or rules that are not weight-specific apply to all cars. Cars receiving weight breaks must meet all Motor and Suspension specifications listed with the designated weight.

1. MODEL CARS

1960 to current year passenger cars. No type of truck, station wagon, front-wheel or 4-wheel drive. No convertibles, t-tops or open sunroofs.

2. MOTOR

Weight limits may be adjusted during the season for competition.

ALL CARS—Motor must be stock appearing and must match manufacturer of frame and body. 1 spark plug and 2 valves per cylinder. **No 400 motors.** Motor must be in stock position. **No fuel injection, turbo chargers or blowers.** **No dry sump systems on any car.**

Standard **3,400** weight—**362** maximum cubic inch limit. **OEM cast iron block and heads.** Any OEM intake. **Headers permitted.** **No roller cams.**

Stock **3,200** weight—**362** maximum cubic inch limit. **OEM cast iron block, heads and intake.** **Cast iron exhaust—no headers permitted.** All motor parts must be OEM stock manufactured—no aftermarket or high performance blocks, heads or intakes (Bowtie, W2, GT40, SVO, Performance, etc.). **No Vortec or angle plug heads.** **No porting, polishing, grinding, welding or acid etching on heads or manifold.** **Stock hydraulic cam.** **Stock flat top or inverted pistons with zero deck clearance.** **Stock steel crankshaft with stock stroke.** **Stock steel connecting rods.** **.040** maximum overbore.

3. BODY

Aftermarket stock appearing nose piece and bumper cap permitted, but cannot be wider than fenders and must be mounted cleanly in stock position. All other body panels must be stock manufactured and stock appearing at all points. All body repairs must have stock dimensions and contour. **Stock appearing bumpers in stock location and should have smooth edges.** All glass, chrome, and flammable materials should be removed. **Airbags should be removed.** **Mirrors must be removed.** **Dashboard may remain intact.** **Doors should be welded or bolted closed.** **Trunk lid must remain on car.** **No cutting of exterior body panels except for wheel area for tire clearance and hood.** **Body may be hulled.** **All holes in firewall should be covered with metal.** **Full metal roof.** **Sunroof opening may be sealed with sheet metal.**

4. SPOILERS

No spoilers, ridges or wings of any kind.

5. TIRES

Maximum **8"** tire treadwidth. **E-mod type tires permitted.**

6. WHEELS

Maximum **15"** diameter x **8"** wide steel wheels only. All wheels should be reinforced with double nuts and washers.

7. CARBURETOR

OEM stock 4 barrel carburetor or any 500 cfm maximum 2 barrel carburetor. All 4 barrel carburetors must be single line type. **Maximum 1"** carburetor spacer. **No fuel injection turbo chargers or blowers.**

8. FUEL

Gasoline only. **No alcohol, nitrous oxide, nitro-methane, propylene oxide or additives.** **Fuel lines should not pass through driver's compartment.** **Fuel pump should be any mechanical type.**

9. DISTRIBUTOR

Distributor must be stock. **No magnetos or MSD boxes.**

10. FRAME

106" minimum wheelbase. **Full stock frame.** **No modifications permitted except unibody frames should be connected by minimum 2"** wide x **3"** high steel rectangular tubing connector rails with **.120"** minimum wall thickness. **Unibody connector rails must be connected to the back of the front snout and the front of the rear subframe.** **No holes may be cut in frame or connectors.**

11. SUSPENSION

ALL CARS—All suspension components must be in stock location. **One shock on each wheel.** **No weight jacks.**

Limited **3,400** weight—All suspension parts must be stock with no modifications except racing shocks and springs/spacers—OK.

Stock **3,200** weight—All suspension parts must be stock with no modifications. **No racing shocks and springs/spacers.**

12. BRAKES

All cars must have 4 wheel braking system. **Calipers and rotors must be OEM steel.** **No drilling or lightening of brake components.** **No driver-adjustable brake systems.**

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13. REAR AXLE

Any type stock production rear end. Floater—OK. Locked rear end—OK. 9" rear end permitted. No quick changes.

14. TRANSMISSION & CLUTCH

Transmission must be OEM stock. Automatics must have working OEM torque converter. No quick change or racing transmissions. Transmission should have explosion-proof bell housing or 360 degree ½" steel scatter shield securely mounted to car. No in and out boxes. Standard transmission must have operational clutch. Clutch must be OEM stock and should have scatter shield. No dog-type or triple disc clutch. Transmission should be bolted to the motor and must have working reverse gear. Only one drive shaft permitted. All drive shafts should be painted white and should be surrounded by two 3" steel safety loops or sling mounted to frame.

15. TRACTION CONTROL

All traction control devices using wheel sensors are NOT permitted. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are NOT allowed in the cockpit or any other location accessible by driver. Any remote control components or data acquisition equipment are NOT permitted.

16. EXHAUST

Headers permitted on 3,400 lb. cars only. Cast iron exhaust on 3,200 lb cars. Exhaust pipes may NOT point towards ground. Mufflers are recommended for all cars

17. STARTER AND BATTERY

All cars must be self starting. Battery must be in stock position or should be located in a safe area and covered with a metal fireproof box. Battery should not be in driver compartment. Battery disconnect kill switch to shut down motor and fuel pump highly recommended mounted in reach of driver and should be clearly labeled for safety crew.

18. ROLL CAGE

4 post, box-type roll cage should be constructed with 1 ½" minimum outside diameter and .095 minimum steel tubing material thickness. Should have at least 3 horizontal bars at driver's side door and 2 horizontal bars at passenger side door, extended outward into door panels. 2 vertical bars between each horizontal bar as additional support are recommended. Roll cage should extend forward on driver's side to protect foot area completely. Roll cage should be securely welded to subframe and unibody in at least 4 places and welded together 360 degrees at all intersecting points. 6-point roll cage is highly recommended with diagonal bars bracing roll cage at rear, and should run from frame to top of roll cage. Top of roll cage should be at least 2" above top of driver's helmet. Head rest recommended. Front windshield opening should have bars or wire mesh and driver's side window should have quick-release net. All roll cage bars within reach of driver should be covered with non-flammable foam padding. Other than padding, roll cage must remain exposed with no aerodynamic effects.

19. GAS TANK/FUEL CELL

22 gallon maximum, racing-approved fuel cell should be mounted in square tubing frame securely mounted to car frame and in the trunk area. Fuel cell should be mounted inside a 20 gauge steel or .060" aluminum metal box and secured to frame with a minimum of two 2" x 1/8" thick steel straps around entire fuel cell. Minimum 7/16" bolts should be used to mount the fuel cell. Trunk interior may be cut for fuel cell mounting. Fuel cell should have 12" minimum ground clearance. No part of the fuel cell should be lower than the rear end housing. The fuel pick up should be on the top or right side of the fuel cell, be constructed of steel and should have a check valve in case of roll over.

20. FIREWALLS AND INTERIOR

A full metal firewall at front and rear should seal off driver compartment. Full metal floorboard. Interior may not be boxed. 12" minimum interior clearance below roll cage at all points for easy exit.

21. SEAT AND SAFETY BELT

Metal racing seat with headrest should be securely attached to frame. 3", 5-point, quick release racing belt with double harness should be bolted to frame or roll bars. Safety belts should be replaced if two years old, and all worn or damaged safety belts should be replaced. Quick release racing type steering wheel is recommended.

22. FIRE SUIT AND HELMET

Drivers should have flame retardant firesuit and racing approved full face helmet with face shield. Nomex shoes, gloves, and hood highly recommended. Neck collars and arm restraints recommended.

23. WEIGHT

Weight limits may be adjusted during the season for competition.

3,400 pound minimum weight with driver after race for cars meeting all Standard motor and suspension specifications. 3,200 pounds for cars meeting all Stock motor and suspension specifications. No tolerance. All weights should be solid material, entirely painted white or a bright color and marked with car number. Each weight should be 50 pound maximum. Weights should be bolted to frame with two ½" Grade 5 bolts on two weight clamps or secured with steel plate. No weights should be attached to rear bumper or in driver's area. Weights should not be lead pellets or liquid. Each weight should be bolted to the frame individually and should not be stacked on another weight.

RULEBOOK DISCLAIMER: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit reasonable and appropriate deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.