

USA Raceway

2011 Factory Stock Rules and Regulations

Section I: General Requirements.

A. Eligible Models for competition include 1955 or newer American made OEM production Steel body 2 or 4 door passenger vehicles. Must have a full steel roof. No t-tops, sun roofs, convertibles, or trucks. No 4 wheel drive cars allowed. Rear or mid engine cars of any type are not allowed.

B. Bodies must be manufactured stock for year, make and model. Model that is used must be complete. No cutting or altering. No aluminum other than replacement doors, no light alloys, no fiber glass, or no plastic allowed, with the exception of OEM style bumper covers.

C. No inner sheet metal may be removed with the exception of doors for door bar installation and the front and rear wheel wells.

D. All interior carpet, headliner, upholstery, seating, plastic, and glass must be removed including dash. Glass must not be broken out and left inside door or quarter panels. All exterior glass and trim products must be removed. Grills must be replaced with expanded metal or wire mesh or an aftermarket nose piece to match the make and model of the vehicle.

E. Windshield must be replaced with maximum ½" wire mesh. Must have (3) vertical supports (3/8" round or steel tubing) in front of driver, and one (1) 1" x 1/8" steel strap in center of windshield. Windshield screen must cover full length of windshield.

F. Doors must be bolted, welded, or riveted closed.

G. Hood and deck lid hinges may remain. Quick release type pins are required on left and right sides of hood and trunk lid.

H. Floor pan must be complete and Stock. All holes must be plated over. Interior decking is allowed, but must be constructed in a way that tech officials can easily inspect the floor pan and enclosed areas.

I. No antennas, radios or mirrors of any type allowed.

J. Fenders may be trimmed to clear tires to a maximum of 3" measuring from top edge of tire as car is set to race. Sharp edges must be rolled inside fender.

K. Front firewall must remain stock, in stock location with holes plated over in a fashion that will protect the driver.

L. A minimum 20 gauge steel firewall is required between the driver's compartment and the fuel cell.

M. OEM bumpers only. Front and rear bumper straps are MANDATORY. Front bumper must be strapped to the frame. Rear bumper must be strapped to the quarter panel. Minimum strap size required is 2" x 1/8" flat stock. Bumper straps must be welded and bolted with at least two 3/8" bolts. Front bumpers may have flat stock straps (2" x 1/8" maximum) or a chain running to the upper radiator support. (Bolt studs pointing inside.) Aftermarket tubular front bumpers allowed, Mandrel bent replicating stock bumper. Max 2"x2" x.095.

N. Easily accessible 1 foot tow chain, (8 inch loop) must be mounted on front and rear of car.

O. Minimum weight is 3000 lbs.

P. Frames must remain stock. No modifications, reinforcing, cutting, lengthening, shortening, twisting, bending, altering or plating allowed beyond these written rules.

Q. Roll Cage: Roll cage material must be a minimum 1 ½ O.D round mild steel tubing and have a minimum .090 wall thickness. Minimum 6 point roll cage is required, and must be frame mounted. The main 4 points of the cage, and door bars must be gusseted. Main roll over bar behind driver is to have one diagonal and one horizontal brace for roll over protection. Main roll cage over driver is to have a diagonal brace or center bar to prevent objects from coming through the roof. A horizontal dash bar is required. On unibody cars, the bars must be welded to a footplate of 1/4" minimum steel by 12" square on both top side and under side of floor pan. Plates must be connected with a minimum of four ½" high grade bolts. Sub frame connectors are allowed on unibody cars. Front hoop is optional.

R. Must have door plates on driver's side.

S. Ballast weight may be used but must remain inside the interior of the car. No bumper mounted ballast or sliding weights. All ballast 20lbs or less must be securely mounted with one (1) ½ inch high grade bolt. All ballast over 20 lbs will require two (2) ½ inch high grade bolts. All ballast must be painted white and have car number clearly marked on it.

T. All roll bars within reach of the driver must be covered by roll bar padding, including behind driver seat and around legs and feet area.

U. All safety and roll bar installation and workmanship must be acceptable to track officials.

V. Eligible wheelbase is 105 inches minimum. Wheelbase must remain to the manufactures advertised length on both sides of the vehicle.

Section II: Engine, Transmission, Drive Shaft.

Engine

A. Normally aspirated stock OEM production V-8 or V-6 Engines only. No fuel injections, turbo chargers, super chargers or diesel of any kind. Engine must be mounted in stock location, Solid motor mounts are acceptable, and rubber engine mounts may be used. If

rubber mounts are used two (2) engine tie down chains (one on left and one on right) must be installed and connected to the frame. Engines must be used within same corporate line, (GM to GM, Ford to Ford, Chrysler to Chrysler, Etc.) Maximum engine Displacement is 360 Cubic Inches. (Subject to protest inspection, See protest rules). No 400 CI blocks. Stroke must be 3.48" maximum. No stroker motors.

B. No aluminum Blocks allowed. Maximum Compression ratio is 9.5 – 1.

C. No Chevrolet Bowtie, Ford SVO or Mopar Performance blocks.

D. Stock OEM rods or OEM Style aftermarket replacement rods allowed. Must be made of steel and retain stock configuration and dimensions (Example: Speedway Motors Part # 910105327, Chevrolet 5140 Steel I Beam 5.7 Connecting Rod.) No "H" Beam rods allowed. After-market rod bolts may be used.

E. Only OEM style replacement-style pistons are allowed. No floating wrist pins; must be press fit. Flat top pistons or dish pistons only; no domed pistons allowed. Cast or forged pistons are allowed. No portion of the piston may protrude above the top of the block.

F. Stock appearing baffled oil pans & aftermarket kick out oil pans are allowed. No dry sump systems are permitted.

G. Only steel hydraulic valve lifters allowed. Solid lifters, roller tappets, mushroom valve lifters are not permitted. No "Rhoads" type lifters. No bleed off style lifters allowed.

Cylinder heads

A. Cylinder heads must be stock, cast iron, factory production, open chambered heads. Maximum intake valve is 1.94". Maximum exhaust valve is 1.5". **NO TOLERANCE!** Heads are limited to two (2) valves per cylinder. No closed or semi-closed chamber heads allowed (i.e. camel humps, Vortec, etc). No factory special edition or high performance series cylinder heads permitted. **No touch rules apply to all cylinder heads, intake manifolds, and exhaust manifold.**

B. No aluminum heads, 350 heads on 350 blocks, 327 heads on 327 blocks, etc.

C. Hydraulic Cams only, Max Lift 460 in.

D. Screw-in studs, poly-locks, and guide plates are permitted. No stud girdles allowed. Studs may be drilled and pinned.

E. Stock style rockers arms only, no full rollers and no roller tips. 1.5 rockers max.

F. No Internal aluminum or titanium components of any type are allowed.

Ignition

A. Ignition must be point type or electronic. No magnetos

- B. Stock HEI ignition is allowed.
- C. Stock Style performance coils allowed.
- D. HEI ignitions are not allowed to run remote coil converters of any type.
- E. No MSD modules, MSD systems or any after-market ignition boxes allowed.

Transmission

A. Transmissions must be stock OEM; no aftermarket transmissions. Automatic transmissions must use stock torque converter. Manual transmissions must use stock type disc-clutch setup, No multi disc clutches allowed. No aluminum flywheels allowed. Aluminum bell housing allowed if 180 degree shield installed and approved by track tech officials. Conveyor belt material is acceptable.

No Lightweight or aluminum flywheels or flex plates, Must be constructed of steel and remain stock size for year and make of vehicle. OEM replacement hydraulic throw out bearing and peddle assembly allowed.

B. All parts must be in stock working order, including reverse. Must be able to pull car out of gear with car sitting and engine running.

C. All bell housings must have an easy access hole for tech inspection.

Drive Shaft

A. Drive Shafts must remain stock, be constructed of steel, and painted white. No lightweight drive shafts allowed.

B. One 360 Degree Drive shaft loop constructed of 1/8" x 1 inch steel must be located within 6" of the "U" joint and securely mounted to frame, cross member, or floor pan of car. When mounted to floor pan of car, loop brackets must be secured with 6" square, 1/4 inch plate on top and bottom of floor pan and bolted with (4) 3/8" bolts.

Section III: Fuel, Cooling, Battery, Exhaust

Fuel

A. Stock, unaltered, no touch, cast iron 2 barrel intake may be used. No aftermarket, special production or manufacture performance edition intakes allowed. No porting, acid dipping or any other modifications allowed. Intake must remain in the spirit of the rules at all times. No spacers or adapter plates allowed. Only 1 gasket is permitted.

B. All cars must run an OEM two barrel Rochester carburetor. Must maintain the integrity and intent of original manufacturing. (Example: modifying carburetor to allow use of Holley jets is allowed, modifying carburetor in order to add additional jets is not allowed) No Holley carburetors or adapter plates allowed, no four-barrel manifolds allowed, no spacer plate, 1 stock OEM carburetor gasket no more than 1/4" thick under throttle plates. Throttle bore can

be no larger than 1-11/16". Throttle butterfly size will be no more than 1.725" and it must have sharp corner at the bottom of the bores, no modification at this point.

C. Carburetors must be covered with a metal dry element air cleaner 360 degrees open, K&N style filters are allowed.

D. Air Cleaner may protrude through the hood. Hood may be cut for clearance of air filter only.

E. Stock fuel pumps only. Aftermarket OEM style replacement fuel pumps are allowed. No electric fuel pumps or pressurized systems allowed.

F. Gasoline only for fuel. Gasoline shall not be blended with alcohols, ethers, or other oxygenates and shall not be blended with aniline or its derivatives. No nitro compounds or other nitrogen containing compounds.

G. Fuel cells are mandatory, and must be securely mounted and installed in the trunk compartment. There must be equal distance from frame rails from left to right (1" max tolerance). Fuel cell may not be mounted below the lowest part of the trunk floor pan.

H. Trunk floor pan is to remain intact and unaltered. (Must comply by June 1, 2011)

I. All fuel Cells must be vented, with an anti-siphon valve. Must be strapped with four (4) 1" x 1/8" Steel straps, two in each direction.

Cooling

A. Aluminum cooling system allowed. Shroud mandatory. Radiator must remain in stock location. Bars may be mounted in front to protect radiator.

B. Radiator misting systems are allowed provided that they are designed and installed in a safe manner. (Subject to Tech ruling)

C. NO ELECTRIC FANS OF ANY KIND

D. No antifreeze is allowed. Water Wetter is acceptable.

Battery

A. Battery may be mounted inside of driver's compartment behind the seat or in the trunk. Only one (1) 12v battery allowed. Battery must be completely enclosed. All batteries will have two (2) 1" x 1/8th inch steel straps, one strap in each direction.

B. Toggle type ignition kill switch must be easily accessible to driver and safety crew, and boldly marked "on and off".

C. Stock starter must be in working condition at all times and mounted in stock location. No reverse mount starters; No light weight starters.

D. No electronic devices or components of any kind beyond these rules. No electrical wiring behind driver with the exception of battery cables.

E. No electronic communication between driver and crew permitted.

Exhaust

A. Stock cast iron Log style exhaust manifolds must be used. No internal reworking of any type to the exhaust manifolds. No flow work permitted

B. No Rams horns manifolds of any style may be used.

C. Exhaust pipes must extend past driver and turn to the outside of car.

D. Mufflers are required; 95db Max

Section IV: Rear-end, Wheels & Tires, Suspension

Rear-end

A. Stock Chevrolet or Ford rear ends only. Stock mounting brackets and location. Rear ends may be locked. Non adjustable rear lowering blocks are allowed. Rear lowering blocks cannot be tapered. 2" max on rear lowering blocks. Lower blocks must match from side to side.

B. Stock OEM 4 wheel brake system throughout. All four (4) corners must be lockable with minimal pressure from pedal. Absolutely no adjustable proportioning valves allowed. Disc brakes are allowed on Ford 9" rear ends.

C. Maximum pinion angle is 3 degrees.

Wheels & Tires

A. All wheels must be steel with a maximum width of 8".

B. No Acorn or sleeve type lug nuts. No spacers of any type or any kind. No wheel weights.

C. Aftermarket wheels are mandatory. No reverse mount wheels. Different offset wheels allowed.

D. No Bead locks allowed.

E. Cars must have the same size diameter and width rim on all four (4) corners. No running 14 inch wheels and 15 inch wheels on the same car; only one size or the other. The following tire sizes are allowed:

14 Inch Wheel 15 inch wheel

205-70R-14 (25.30") 205-70R-15 (26.30")
215-70R-14 (25.85") 215-70R-15 (26.85")
205-75R-14 (26.11") 205-75R-15(27.11")
215-75R-14 (26.70") 225-70R-15(27.40")

You may run different sized tires from left to right, front to rear, etc. but they must be listed above for your size rim. Any tire sizes other than the sizes listed above are not allowed. No mounting 14 inch tires on 15 inch rims, or 15 inch tires on 14 inch rims.

F. Tire Identification must be shown on the sidewall of tire.

G. Must fit 9 ¼ inch tire gauge

H. No snow tires or off road tires allowed. Tread wear rating of 440 minimum.

Suspension

A. No modifying of the suspension is allowed. OEM suspension parts only. Suspension parts must remain absolutely stock for that year, make and model of car. This includes spindles, rotors, upper control arms, lower control arms, ball joints, tie rods, tie rod sleeves, center link, pitman arm, idler arm, steering box and trailing arms. No heim joints allowed. Polyurethane bushings are allowed. Upper and lower control arm mounts must remain in stock locations.

B. No spring spacers, adjustable or not, of any type on front end.

C. Steering wheel trim and horn must be removed. The wheel must be heavily padded with foam rubber neatly taped or buttoned into place.

D. Aftermarket heavy duty steering wheel may be used. Quick release steering wheel coupler is allowed. Steering shaft must have a collapsible column. No exceptions. No other aluminum parts allowed.

E. No quick steer devices of any type allowed (includes steering gear). Z28 specs max.

F. Racing springs may be used but must mount in stock location on stock mounts. No weight jacks or height adjusters of any type allowed.

G. 12" minimum front spring height. GM metric chassis only- 10" minimum front and rear spring height

H. Shocks must be steel OEM style replacement shocks. Aftermarket steel shocks ok.

I. Shocks must be mounted using the OEM stock mounts in the factory installed location.

J. Only one shock per wheel, No internally or externally adjustable shocks allowed. No split valve shocks allowed.

K. Aftermarket power steering pumps allowed

SECTION V – Safety

A. An aluminum-racing seat with padded headrest, securely mounted is mandatory. Absolutely no homemade aluminum, plastic or fiberglass seats allowed.

B. Factory manufactured fiberglass seats are not permitted.

C. Both ends of the lap belt must be fastened to the roll cage behind the seat and separate from the seat with high quality bolts not less than 3/8" diameter. All seat belts and shoulder harnesses must connect at the lap belt with a quick release buckle. All belts are required to be less than 3 years old with legible date tags.

D. Where the belts pass through the seat edges, it must have a grommet installed, and/or padded to prevent cutting the belt.

E. A factory manufactured nylon mesh window net must be installed in the left side driver's door opening. The window net must be rib made form nylon material.

F. All window net mounts must be welded to the roll cage. Must fit tight in closed position and be secured with a quick release type latch to the top.

G. All cars are strongly recommended to have an approved fire extinguisher with in the reach of the driver. Minimum capacity of 5 pounds ABC. Halon is recommended. In addition, each pit area must be equipped with a serviceable fire extinguisher. Must be visible at all times.

H. All drivers must wear full safety equipment every time they go out on the track. SFI approved fire suit, SFT approved gloves, SFI approved racing shoes, neck brace, and a SNELL SA2000 or newer approved full-face helmets, no goggles allowed.

I. Head and neck restraints are strongly recommended (i.e. Hans or Hutchins).

J. It is ultimately the obligation of each participant to insure that his/her conduct and equipment comply with all applicable USA Raceway rules and regulations as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of or compliance with these rules. They are intended as a guide for conduct of the sport and in no way a guarantee against injury or death to participants, spectators or others.

K. Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a Raceceiver. No two way radios will be allowed. No other communication devices allowed.

SECTION VI – Definitions

- A. The definition of “STOCK” means unaltered and as originally produced in its purest form for factory installation for year, make, and model at they pertain to these rules. Any part not covered by these rules must remain Stock in the purest from of year and make.
- B. 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.
- C. OEM stands for Original Equipment Manufactured.
- D. The Spirit of the Rules – Anything deemed outside the spirit of the rules is subject to penalty.

SECTION VII – Protest Rules

- A. If track officials request random tear down of engine, racer will remove valve covers, intake, and heads for inspection at the time of request. If engine is determined LEGAL racer will be supplied with stock gaskets to reassemble engine. If engine is ILLEGAL racer will loose all monies and all points for that night.
- B. A protest fee of \$125.00 dollars will be collected by track officials before a protest is official. If racer is ILLEGAL see rule “A”, funds will be deposited in point’s fund. Protest must be filed within 15 minutes of the posted finish of that division’s main event.
- C. ENGINE CAN BE TORN DOWN AT ANYTIME. ENGINE TEAR DOWN WILL BE MANDATORY AFTER THE THIRD MAIN EVENT WIN. (See Rule F) You will remove valve covers, intake manifold, exhaust manifold and heads; you will keep tools to perform this task. No grace race on cubic inches (max 360 ci). If found legal all applicable gaskets will be supplied by the track.
- D. Failure to comply will result in but not limited to disqualification, loss of monies, points for the night, loss of points accumulated to that point. If you are found legal, the track will provide gaskets to reassemble.
- E. If these rules do not clearly say you can, assume that you cannot.
- F. In the instance of a multiple day event certain exceptions may be made or delayed, including but not limited to, certain protests, routine engine tear down and/or part exchange procedures.

2011 Points Matrix

A Feature Points		
1. 100	9. 74	17. 58
2. 95	10. 72	18. 56
3. 91	11. 70	19. 55
4. 87	12. 68	20. 54
5. 84	13. 66	21. 53
6. 81	14. 64	22. 52
7. 78	15. 62	23. 51
8. 76	16. 60	24. 50

- 45 points will be awarded to all drivers that take a competitive green flag but fail to qualify for "A" feature.
- Drivers must be a member no later than May 1st, 2011 and have competed in at least 75% of events to qualify for point fund money.

2/11/2011