

Section 9 ½ – Claimer Stocks

9 ½ .1.1 DEFINITION

9 ½ .1.1 The word stock will mean unaltered as originally factory produced and installed for make (GM to GM) (Mopar to Mopar). All cars and trucks will be stock for make unless otherwise specified in these rules.

9 ½ .2 COMPETING MODELS.

9 ½ .2.1 1950 or newer standard sized American made cars, trucks, coupes or wagons. Two seat models not approved.

9 ½ .3 MINIMUM WEIGHTS – post Event

9 ½ .3.1 Minimum total weight as weighed with the driver will be 3,450 lbs. (post race, post qualifying)

9 ½ .3.2 Maximum left side weight percentage as weighed with the driver will be 55.00 %.

9 ½ .4 ENGINES

9 ½ .4.1 Must be same make as the body. GM to GM, FoMoCo to FoMoCo, Mopar to Mopar. Maximum cubic inches permitted will 360. Any motor that pumps higher will be deemed illegal.

9 ½ .4.2 Only factory produced OEM parts and components will be approved, Unless otherwise specified. Factory type or aftermarket replacement of similar weight, material and specs approved.

9 ½ .4.3 Pistons must be of dish or flat-top design , valves and valve springs may be factory type replacement of similar weight and material.

9 ½ .4.4 Engine must remain in stock location or no further back in the engine compartment as to allow the center line of the upper ball joints to be forward of the number 1 sparkplug. Aftermarket engine mounts approved.

9 ½ .4.5 ENGINE CLAIMER RULE

9 ½ .4.5.1 Any car that qualifies for or starts a feature event is eligible for management claim. The claim amount is 2250.00. Driver/owner will be notified of the intent to claim the engine at a time prior to, during or at the completion of a feature event as deemed by the management.

9 ½ .4.5.2 The Driver/owner will be given 20 minutes to accept or refuse the claim.

9 ½ .4.5.3 Should the Driver/owner accept the claim, he/she or the assigns determined by the Driver/owner will disconnect the applicable components, lines and parts from the engine. The tow truck driver/operator will attach the chain and lift the engine from the chassis and the Driver/owner will receive the claiming amount from the management. This process will begin immediately after the claim is accepted.

9 ½ .4.5.4 Engine shall include all components from oil pan to intake. It shall not include the distributor & wires, carburetor or carb spacers or linkages. It shall not include the water pump or fuel pump. It will include the timing gear, cover and dampener but shall not include pulleys and belts. It shall include the

Flywheel or flex plate but shall not include the bell housing, clutch or assembly. It shall not include headers or exhaust and shall not include gauges or sending units.

9 ½ .4.5.5 Refusal of claim will result in suspension from any racing privileges for driver and/or owner for the remainder of the current racing season and the complete next racing season if it is deemed that 50% of the scheduled races for the division have already been run in the current racing season.

9 ½ .4.5.6 Loss of current points and forfeiture of any currently owed any future monies or prize contingencies will be revoked.

9 ½ .4.6 HEADS

9 ½ .4.6.1 No porting of cylinder heads allowed and will be stock for make.

9 ½ .4.6.2 No Bowtie, Cleveland v-4, or W-2 heads. No after-market heads allowed.

9 ½ .4.6.3 Machining for screw in studs approved. Machining on head for use with early model intake manifolds approved. Machining for the purposes of truing or surfacing approved.

9 ½ .4.6.4 Stock type rocker arm assembly only. After-market stamped steel replacements of similar weight and material approved. Roller tipped stamped steel replacement NOT approved. Roller fulcrum rockers not approved.

9 ½ .4.7 Intake manifold may be stock for make. Cast iron marine applications or any dual plane aluminum manifold are approved. No porting.

9 ½ .4.8 Cast Iron exhaust manifolds or headers are approved. No over the top or 180's.

9 ½ .4.9 Camshafts must be hydraulic only. Use of cam button approved. No Flat-tappet, Roller or Mushroom camshafts approved.

9 ½ .4.10 Cam timing will be chain or gear type of any manufacturer.

9 ½ .4.11 Ignition will be any camshaft driven distributor only. No magnetos, MSD or after-market performance parts. Modules, points and coils will be factory stock type replacement, no MSD Parts or Coils approved.

9 ½ .4.12 Flywheel must be steel and unaltered with factory casting numbers intact. Machining of flywheel permitted for balancing and surfacing only.

9 ½ .4.13 Clutch disc and pressure plate will be stock type replacement, no racing clutches approved. 10.4" will be the minimum clutch disc diameter. Hydraulic throw out system approved.

9 ½ .4.14 Fuel pumps must be factory type replacement. No electric pumps allowed.

9 ½ .4.15 Air cleaner or butterfly cover required. Hood may be clearanced for taller air cleaner.

9 ½ .4.16 Racing fuels allowed. AV-GAS approved.

9 ½ .4.17 Oil pans may be over-sized. After-market claimer pan approved. Oil coolers and remote filter locations are approved.

9 ½ .4.18 Aftermarket steel or aluminum water pumps approved, pulley system optional.

9 ½ .4.19 Alternator not required. If an alternator is used it must be stock.

9 ½ .4.20 Mechanical or electric fan(s) approved, aftermarket allowed. Must be shrouded minimum three sides. (top and sides)

9 ½ .4.21 After-market dampeners of factory diameter approved.

9 ½ .5 CARBURERATION

9 ½ .5.1 Holley 4412 is the class carburetor. No other carbs approved unless otherwise noted.

9 ½ .5.2 Removal of choke horn is not permitted.

9 ½ .5.3 Carburetor adaptor will not exceed 1" in thickness, material optional.

9 ½ .5.4 NON MARINE cast iron intake manifolds will be allowed an additional 1" spacer plate between the carburetor and the manifold for a total maximum of 2"

9 ½ .5.5 Two throttle return springs required.

9 ½ .6 TRANSMISSION

9 ½ .6.1 Automatic transmission use is optional.

9 ½ .6.2 Transmission must be stock for make.

9 ½ .6.3 Torque converters will be used if automatic trans is used.

9 ½ .6.4 Transmission coolers and cooler lines shall be contained outside of the driver's compartment. Is also must be located in front of the front firewall or behind the rear firewall. Any Transmission cooler located otherwise will be subject to tech approval for driver safety.

9 ½ .6.5 Manual gearboxes will be stock for make with no alterations.

9 ½ .6.6 NHRA approved explosion proof bell housing for manuals or a transmission blanket for automatics is recommended.

9 ½ .7 REAR END

9 ½ .7.1 May be stock for make and model. Swaps from other makes will be allowed; all mounting points must be made to be direct bolt in to receiving car.

9 ½ .7.2 Gear ratio optional. Will be 6:00 or taller. 6:05 final gear is too short and is illegal.

9 ½ .7.3 Welding, mini spool or full spool may lock differentials.

9 ½ .7.4 No posi-trac, limited slip, Gold trac or Detroit Lockers.

9 ½ .7.5 Floater rear ends are approved. Steel tubes only.

9 ½ .8 BODY SPECIFICATIONS

9 ½ .8.1 1950 through current American made sedans, coupes, or pick-ups. Windshield posts are mandatory. All bodies and body panels shall be maintained or replaced as needed to keep stock appearing look, as approved by Officials or Promoter.

9 ½ .8.2 Body and chassis must be of the same make.

9 ½ .8.3 Body must be complete for declared make and model.

9 ½ .8.4 Wheel base minimum will be 108". Wheelbase will remain stock for make and model of chassis.

9 ½ .8.5 Bodies to remain stock in appearance. Destroyed panels must be repaired or replaced. Steel replacement panels may be fabricated from minimum 20 gauge sheet metal and must follow original body lines. Must resemble stock look, at tech discretion.

9 ½ .8.6 Fenders and quarters panels may be trimmed for tire clearance. Trimming not to exceed 3" from top of tire with Tech discretion. Front fenders, and hood may be aftermarket of an material and by any manufacturer.

9 ½ .8.7 All exterior molding and lights must be removed, including rear and side glass. Head light openings must be covered. Rear glass may be replaced with minimum

1/8" lexan, or louver.

9 ½ .8.8 Windshield optional. If removed it must be replaced with a maximum ½" X ½" wire mesh screen covering the entire opening and be securely mounted. Lexan windshields approved. Windshield opening must have one or two "tire bars" securely welded into the opening to prevent a tire or like object from entering the driver's compartment.

9 ½ .8.9 Rear spoilers are approved. If spoiler is other than factory stock for make, it may not exceed 10" in height and 60" in width.

9 ½ .8.10 Front inner fenders should be removed. All other inner panels may be trimmed, including hood and rear deck lid.

9 ½ .8.11 Inner panels in trunk area may be removed.

9 ½ .8.12 Hood and rear deck lid will be securely fastened using (4) four hood pins or

(2) two hood pins and (2) two hinges. NUTS AND BOLTS ARE NOT APPROVED FOR

SECURING HOOD OR DECK LID.

9 ½ .8.13 Front firewall will remain stock and in stock location. All openings shall be filled or repaired with a minimum 22 gauge sheet metal.

9 ½ .8.14 Stock floor pan will be intact and complete from the front firewall rearward to at least the bottom of the rear seat riser. Any holes must be filled or repaired with minimum 22 gauge sheet metal.

9 ½ .8.15 Rear firewall will be intact. Stock material may be replaced with minimum 22 gauge sheet metal. All openings shall be filled or repaired with a minimum 22-gauge sheet metal.

9 ½ .8.16 Frame and/or unibody must be complete and unaltered unless otherwise noted within these rules. Front cross member notches will be approved. i.e, fuel pump and exhaust clearance.

9 ½ .8.17 Repaired rear frame sections will be allowed with tech approval and will be replaced with stock donor frame material.

9 ½ .8.18 Replacement of damaged rear stock rails with tube steel, may be weight penalized if tube steel replacement extends forward of the rear end centerline. Tech discretion.

9 ½ .8.19 Any weight penalties are at tech discretion.

9 ½ .8.20 Exterior nerf bars optional. Nerfing not to extend more than 1 ½" past the body skin at any time, ends must be capped or welded shut. Nerfing allowed on both sides, between front and rear tires only. 1" O.D. round or maximum 1" X 2" square tubing is the only approved material for exterior Nerfing.

9 ½ .8.21 BUMPER

9 ½ .8.21.1 Front and rear bumpers may be fabricated from tube steel if covered by a factory stock or after-market bumper cover. tube steel bumpers shall have ends turned back. Any after-market bumper cover may be used on any car.

9 ½ .8.21.2 Exposed Factory Stock front and rear bumpers must be strapped to the fender or the quarter panels with a minimum 1/8" thick steel strap. Recommended piece 1 ½" X

12" should be securely bolted or welded in place, unless covered by a plastic bumper cover.

9 ½ .8.21.3 Front bumper may be reinforced for radiator protection.

9 ½ .9 SUSPENSION

9 ½ .9.1 Suspension must be stock for make with the following exceptions.

9 ½ .9.2 Front and rear shocks must be stock steel or stock type steel replacement. Race shocks approved. All Shocks must mount near stock location. Mounts may be fabricated. Steel non-adjustable welded end shocks are approved (ie WB Pro Shocks or equal of other manufacturer.)

9 ½ .9.3 Front strut cars will use stock type replacement struts and will mount near stock location. Towers must remain in stock location and may be notched for camber/caster adjustment.

9 ½ .9.4 Front coil springs are optional. Jacking bolts are permitted.

9 ½ .9.5 Torsion bars are optional.

9 ½ .9.6 Front Strut car are optional

9 ½ .9.7 Leaf spring cars will remain leaf spring cars. Stacks may be altered. Any spacers or lowering blocks used in the leaf stack must be securely mounted. Front mounts will be stock. Rear shackles will be stock or fabricated. Jack bolts approved.

9 ½ .9.8

9 ½ .9.9 Use of twisties, or spring rubbers are approved in front or rear coil springs.

9 ½ .9.10 Rear coils springs of any type approved. Jacking devices approved. Spring pockets may be altered or replaced, but will remain in stock location.

9 ½ .9.11 Sway bars will remain stock for make and must be mounted in stock location.

Connection method to lower control arms is optional. Sway bars may be adjustable. Poly bushings approved.

9 ½ .9.12

9 ½ .9.13 A-arms, control arms, and suspension components must be stock for make and model. Mounting locations will be stock for make and unaltered. Ball joints will be stock for make or stock type replacement. Center trimming of front a-arms is approved for shock access.

9 ½ .9.14 Rotors/Hubs and spindles will be stock for make. Relocation of lug pattern approved.

9 ½ .9.15 Poly or steel bushings approved for front or rear suspension components.

9 ½ .9.16 STEERING COMPONENTS

9 ½ .9.16.1 Power steering pump and bracket type and manufacturer is optional.

9 ½ .9.16.2 Steering shaft may be fabricated, if spherical rod ends bearings are used in the steering shaft they must be minimum 5/8". All other steering components must be stock.

9 ½ .9.16.3 Removable steering wheel is permitted if industry standard hex or splined, quick release hub is used as per installation.

9 ½ .10 ROLL CAGE

9 ½ .10.1 Minimum 4 point roll cage is mandatory. The roll cage must be mounted to the frame. Not to exceed 7 points, not including front hoop connection points.

9 ½ .10.2 Main bars must be a minimum 1 ½" black pipe, 2" O.D. maximum, with a minimum 1/8" wall thickness, welded or securely bolted to the frame. Braced not less than half the height of the main bar back to the frame. At least one diagonal brace in the main bar. Minimum three sissy bars on the driver's side and two on the right (passenger) side. A minimum 1 ¾" O.D. roll bar tubing or manufactured roll cage kits are recommended. No exhaust tubing or galvanized pipe allowed.

9 ½ .10.3 Gussets are required on all 90-degree joints.

9 ½ .10.4 UNIBODY-Roll cage must be securely fastened to the floorboards by welding 1/8" thick minimum plate, 4" x 8" or 6" x 6" on top and/or underneath the floorboards.

Using 3/8" bolts per mounting, or cage may be directly integrated into the sub frame at all main points with full circumference welds. Front and rear sub-frames may be tied together with custom or aftermarket sub-frame connectors.

9 ½ .10.5 Front hoops allowed to penetrate the firewall. Hoop bracing behind the upper A-arms is permitted. Radiator support may be integrated in the hoop.

9 ½ .11 BRAKES

9 ½ .11.1 All four corners must be stock and in working order. Stock swaps for larger or disc brakes allowed in front.

9 ½ .11.2 Rear disc brakes of any make stock application approved. No aftermarket parts approved with the exception of mounting brackets.

9 ½ .11.3 Master Cylinders will be stock.

9 ½ .11.4 Inline knob type proportioning valves approved.

9 ½ .12 BATTERY. The battery must be securely mounted, between the frame rails and in front of the rear-end. If the battery is mounted in the drivers compartment, then it must be mounted securely in a marine type battery box. Tech approval required.

9 ½ .13 DRIVESHAFT

9 ½ .13.1 Drive shaft must be painted white.

9 ½ .13.2 Aluminum or composite not allowed.

9 ½ .13.3 See also rule 3.2.10 Minimum specifications.

9 ½ .14 EXHAUST SYSTEM See rule 3.2.4 Minimum specifications.

9 ½ .14.1 Exhaust must exit behind the driver and will be contained underneath floor pan of the vehicle. Exhaust may not be run through the drivers compartment. Must exit under the car.

9 ½ .15 FUEL SUPPLY

9 ½ .15.1 Commercially produced fuel cell is mandatory. Minimum height as measured from the ground is 8 inches. Location ahead of the rear bumper will be no less than 18 inches

9 ½ .15.2 Rubber fuel line passing through the driver's compartment will be contained in conduit or pipe from front firewall to rear firewall.

9 ½ .15.3 See Minimum Specifications. SECTION 3

9 ½ .15.4 Racing fuels allowed. AV-GAS approved. No methanol or nitro.

9 ½ .16 MIRRORS. One stock automotive type mirror approved for windshield rear view.

One stock automotive type mirror approved for left side, not to exceed 3x3 inches.

9 ½ .17 RADIATOR

9 ½ .17.1 Only one radiator allowed.

9 ½ .17.2 Must mount in stock location. Mounts optional.

9 ½ .17.3 One-gallon overflow tank required.

9 ½ .17.4 After-marker radiator allowed.

9 ½ .18 WHEELS

9 ½ .18.1 Steel wheel not to exceed 8" in width.

9 ½ .18.2 Minimum white spoke type wheel mandatory on the right front corner, not to exceed 8" in width. Racing wheels approved.

9 ½ .18.3 Minimum ½" wheel studs mandatory on the right front wheel.

9 ½ .19 TIRES.

9 ½ .19.1 Class tire to be used, as determined by MS and approved tire distributor

9 ½ .19.2 Hoosier 970 tires are the approved tires for competition. MS stamp or marking may be required to qualify.

9 ½ .22.1 No tire will be approved for competition with more than 4/32 of tread depth. Chemical softening of tires is prohibited.

9 ½ .20 ELECTRICAL. See Minimum Specification Section 3.

9 ½ .21 SEAT- Aluminum, high back racing seat required. Steel framework around the seat is recommended. Installation is subject to tech approval. Right side head support is recommended.

9 ½ .22 FIRE EXTINGUISHER

9 ½ .25.1 Participants car must be equipped with a 2 ½ lb fire extinguisher within easy reach of the driver, must be full at all times and have a readable gauge.

9 ½ .25.2 Each participant must keep a second fire extinguisher in his/her pit area. The extinguisher will be a minimum 2 ½ lb or larger.

9 ½ .23 SAFETY ITEMS- Go to Section 3 for all Safety items that are applicable.

9 ½ .26.1 Left side window net must be fitted with a seatbelt connector for quick release.

9 ½ .24 PROTESTS - See Speedway Engine & Chassis Protest procedures. Section 5

9 ½ .25 REGISTRATION AND LICENSING (car #'s) See rule # 2.2

9 ½ .26 ONE-WAY RADIOS

9 ½ .26.1 One-way radios (scanners/ race scan) are required, must be on race control channel at all times.

9 ½ .26.2 No two-way radios permitted.