

# 2011 FACTORY STOCK RULES

**BODY:** Any American made stock passenger car with full frame, or Chrysler unibodies. **NO** Camaros. **NO** front wheel drives. Stock appearing aftermarket plastic nose or tail pieces are allowed. **NO** spoilers (even if factory equipped), wings, skirts, air scoops, or anything that alters stock appearance. A front visor is allowed on the windshield area **MAX** 7 inches. 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. Can run sheet metal doors but the rest of body panel's must be stock metal. Front inner fender wells may be removed. Cars must be strictly stock. **NO** cutting, channeling, shortening, or modifying is allowed. Front and rear outer fenders may be cut for wheel and tire clearance. **NO** excessive trimming of fenders allowed, must maintain stock appearance. **NO** enclosed interiors, or decking allowed. **No part of dash can be more than 28" from back edge of the center of the hood.** Front and rear firewalls must remain in stock location and be full and complete. **ALL** openings should be covered as to isolate the driver, subject to track approval. **Racecar body should be maintained in such a manner as to keep a presentable appearance.** Cars with floppy or loose body parts will NOT be allowed to race until such repairs are made.

**BUMPERS:** Stock type rear bumper required. Stock type front bumper may be used, or 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; cars **without nosepieces**- the bumper may not extend past front frame horns. **NO SHARP EDGES.**

**ROLL CAGE:** Minimum four-point cage, minimum size 1 ½ " O.D. by .095 " wall thickness. Minimum three bars in driver's side door, and two bars on passenger side door (three bars if passenger in car). Four-point quick release seat belt and harness required for driver and passenger. Racing seats required. Must have window nets for driver and passenger. Must have three bars in front of driver and passenger in windshield area.

**ENGINE:** Must be stock for the make and model **except no 400's or larger small or big blocks.** All engine components including water pumps, distributor, etc., must be strictly stock. Cast piston only, Chevy must use 4 **equal** valve relief pistons. Mini starter and aftermarket pulleys okay. Aftermarket power-steering pumps okay. Metric cars may run a 350. **NO** stroking or de-stroking. Engine must be in stock location. Solid motor and transmission mounts okay. Maximum cranking compression 175 lbs.(ignition off, engine turned over 5 times).

**CAMSHAFT, VALVETRAIN, AND CYLINDER HEADS:** Hydraulic cam and lifters only. . 450 lift Maximum on camshaft lift. 1.94 maximum intake valve diameter, 1.50 maximum exhaust valve diameter on Chevrolet engines. Stock size valve springs and **stock length pushrods only.** Stamped steel 1.5 rockers and 3/8 studs on Chevy , 1.6 on Ford and Chrysler, **NO** roller tips. Open chambered heads only, must be unaltered, O.E.M. **NO** porting, polishing, or gasket matching allowed. Screw in studs and guide plates ok. 305 engines may use 305 heads(no vortec).

**CARBURATION AND FUEL SYSTEM:** Holley 4412 2-barrel only. Must be unaltered. Choke plate may be removed. 4412 must be cast into body of carb. Maximum 1" spacer. Fuel pump must be in stock location for make, **NO** electric pumps or fuel injection even if factory equipped.

**EXHAUST:** Stock unaltered cast iron exhaust manifolds only. **NO** Chevy center dump, Corvette, marine, or tubular steel type manifolds. Mufflers required. **NO** exceptions.

**INTAKE MANIFOLD:** Stock unaltered aluminum or cast iron intake only. **NO** aftermarket or stock high performance or high rise. **NO** bowties. **NO** porting, polishing, or gasket matching.

**TRANSMISSIONS:** Any stock type automatic or manual. Automatics must have working 11” torque converter. **NO** direct drives. Trans. Cooler ok. Manual must have 10.5” clutch and steel flywheel. **NO** mini clutches. Steel drive shafts must be painted white and have a loop 6” from front u-joint.

**FUEL:** Pump gas only **NO** racing fuel. **NO** additives or smells. Fuel tank must be secured in trunk. Fuel cells recommended.

**SUSPENSION:** Front and rear suspension must be stock for that make and model of car. **NO** air shocks. **NO** alterations to any part of the suspension will be allowed. Any spring in stock location, **NO** spacers or adjustable weight jacks of any kind, must sit in unaltered stock mounts. Any stock mount shock.

**REAR END:** Stock rear-end for make and model. Gears may be locked. Gear ratio optional.

**STEERING / DRIVER SEAT:** Steering boxes must remain in stock location. Aftermarket steering wheel and quick release steering coupling are recommended. Quick steer boxes allowed. **NO** part of driver seat may be no further back than 25” forward of center line of rear end housing.

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

**IGNITION:** One 12 volt battery only must be mounted securely in rear of driver’s compartment or trunk area. One stock distributor in stock location only. **NO** modifications allowed. Module and coil must be stock. Plugs and wires may be aftermarket. Ignitions on/off switch must be clearly marked. **NO** traction control devices of any kind.

**BRAKES:** Must use stock type Master cylinder and brake components. Must mount in stock location. Must have at least 3 working brakes. Right front may be blocked. **NO** bias adjustment is allowed. Disc brakes allowed in rear, **NO** aluminum or composite rotors. Must use steel stock type rotors on rear disc.

**TIRES AND WHEELS:** 8” maximum wide wheels allowed, 15” diameter steel wheels only, wheel covers and mud plugs right rear only. **NO** bead locks or screws allowed. **NO** bleed-off valves. Must run 1” steel lug nuts. Approved Hoosier asphalt pull-offs only, 35 or higher, must durometer 51 or higher. **NO** grooving, siping, or softening allowed. Both rear tires must be Hoosier 2045 or Hoosier F40, **NO EXCEPTIONS.**

**WEIGHT:** Weight may be securely added to car. Car must weigh minimum 3000 lbs. with driver after race.

**COURTESY RULE:** Any car from another track with “minor” rule infractions will be allowed to race (1) one night. 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.

**(A)** \$500.00 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)** If driver refuses to submit to claim it will result in forfeiture of all cash and points earned for the year. Driver will also have to pay a \$500.00 fine in order to be able to race again during the remainder of the points season at Texarkana 67 Speedway. All proceeds from refusals will go towards the drivers point fund.

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

## **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 on him when pulling to tech to make claim. 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.