

2019 Factory Stock Rules

Elk City Motor Speedway reserves the right to inspect any car at any time. No car will be considered as having been approved for safety and/or deemed legal by reason of having passed through inspection unobserved. Management has the right to make any necessary changes at any point in time to improve the class and/or safety.

Updates are listed in RED!

IF THESE RULES DON'T SAY YOU CAN, THEN YOU CAN'T.

Body

- 1960 year model and up allowed. GM body to GM frame, Ford body to Ford frame, etc. Must be full-bodied car. 108" minimum.
- No aluminum bodies.
- Must have OEM factory bodies
- No mismatching of suspension parts of any kind.
- No station wagons, or convertibles allowed. Stock street only.
- Front inner fenders may be cut out.
- Square tubing or pipe may be used frame to frame for mounting cell.
- No rear spoilers.
- Hood and trunk lids may be gutted.
- Hood scoop maximum height 6".
- Aftermarket nose and tail piece are allowed. Must be stock appearing
- No cockpit enclosure allowed.
- Steel floor and front firewall must be steel and stock. Sheet metal rear fire wall is allowed in stock position. All open holes in firewall and floor must be covered with steel or aluminum.
- Dash padding must be removed. Sheet metal dash allowed. Dash must be flat except for the cowl in front of driver, which is to be no higher or further back in the cockpit than steering wheel. No other interior tinning is allowed.
- All flammable material must be removed.
- Must have a minimum of three windshield bars in front of driver, minimum 3/8" O.D.

Frame

- Stock, as produced from the factory. No alterations of any kind allowed.
- No tubular frame cars. The frame must be stock from the front bumper mount all the way to the rear shock mount. The rear frame behind the shock mounts may be replaced with tubing.
- Minimum 108" wheel base, both sides of car must measure the same.
- Unibody rear frame may be tied to front frame.
- No station wagons, pickups, El Caminos, S10s, Rangers, Dakotas, or strut cars will be allowed.

Roll Cage

- Four post roll cage required. Must have diagonal brace behind driver and must have braced halo.

- Three door bars on left side and two door bars on right side of frame is mandatory.
- Main cage and door bars must be a minimum of 1-1/2" O.D. x .095.
- Padding is required on tubing with 18" of driver's head. Padding is strongly recommended in other areas of possible body contact.
- Rear cage down bars are allowed.
- Steel doorplates welded to door bars, 18 gauge or .049" minimum thickness metal are recommended. Doorplates must cover from front post on driver's side from top door bar to bottom door bar.
- One cross bar is required, must be minimum of 1-1/2" O.D. x .095 tubing and must be within 50% of opening.

Chassis

- All suspension including control arms, spindles, and sway bars must be stock and in position as produced by the factory.
- Front upper A-frame may be moved, but stock mount must be used.
- No heim end front suspension parts.
- Non-adjustable steel stock replacement IMCA stamped upper a-arms are allowed on GM metric chassis.
- Shocks and springs optional but must be stock type and in stock location, one per wheel in stock location. No adjustable shocks. No Schrader valve shocks.
- All rear suspension mounts and parts must be in stock position.
- No weight jack bolts allowed. No exceptions. Adjustable spring buckets allowed in stock position. No notching or cutting on the frame for installation.

Rear Axle

- No offset Bushings.
- Stock length trailing arms
- Any OEM style rear end. Nine-inch Ford and floater allowed.
- No truck rear end, quick change device, or cambered rear ends.
- Rear ends must be locked. No limited slips or mechanical traction control devices.
- No modified rear suspension allowed. STOCK ONLY.

Transmission

- OEM with forward, reverse, and neutral gears.
- Automatics must have operating torque converter and stock type steel flex plate. No torque tubes, dummy converters, or stall converters.
- Standard must have operating clutch. Aftermarket pedals and slave cylinders are allowed. Hydraulic throw bearing allowed.
- OEM standard stock steel flywheels only. No coupler or multi-disc clutches. Minimum of 10.5" clutch. No lightening of flywheel or clutch.
- Cooler or exposed cooler lines for automatic transmission will not be allowed in the driver's compartment. Must be mounted in engine or trunk compartment.
- Quick-change type transmission will not be allowed.

- Scattershields required.

Drive Shaft

- Drive shaft loop is required and must be constructed at a minimum of ¼" x 2" steel and mounted no more than 6" from the front of the drive shaft.
- Drive shaft must be painted white.
- No aluminum drive shafts allowed.
- Minimum 2" diameter drive shaft.

Brakes

- Stock calipers for the make and model of car only. All four corners of the car must have working brakes.
- Rear disk brakes allowed. No brake floaters allowed. Solid mount only.
- Brake bias is allowed.
- No electronic cutoff devices are allowed. The only cutoff devices allowed is a manual valve on the right front out of reach of the driver.

Ballast Weights

- All cars must weigh at least 3200 pounds with driver.
- All weights must be painted white and have car number in them.
- All weights must be secured by at least two ½" bolts.
- DO NOT SECURE AN EXCESSIVE AMOUNT OF LEAD ON THE SAME TWO BOLTS.
- Weights are not allowed in driver's compartment.

Battery and Ignition

- One 12-volt battery only is required and must be mounted outside driver's compartment in trunk area with metal frame with post insulator.
- Battery must be mounted in safe manner with steel hold down and should be protected from wreck damage.
- Must run stock HEI type distributor
- **Soft touch rev control (PN# 8728) and digital rev limiter (8727CT) allowed with 6400 max chip**

Engine-Stock Only

- American made: GM to GM frame and body, Ford to Ford frame and body, etc.
- Engine must be located in front of car. The #1 spark plug can't be further back than the center of the bottom ball joint.
- Block must be OEM iron. Stroke must match block. No big blocks. GM Bowtie, Ford SVO, W-2 Mopar, Hemi's, or 400's. Aluminum blocks are not allowed. No Dart, world, SHP blocks allowed.
- Maximum cubic inch allowed is GM 363, Ford 363, Chrysler 370 NO TOLERANCE.
- NO MISMATCHING OF STROKES OF ANY KIND, stock stroke only. OEM appearing steel crankshaft only. NO LIGHTENING.
- OEM or OEM cast appearing replacement steel rods only. Cap screw rods allowed.

- Dished piston or flattop- no domes. Maximum overbore is .060.
- Heads that are not allowed: aluminum, angle plug, GM bow tie, Ford SVO, Iron Eagle, vortec, boss heads (Fords), W-2 Mo Par. No porting, polishing, port matching, heads that did not come on a street driven production car. Aftermarket steel OEM heads are allowed, must be stamped S.R. or E.Q. IMCA spec head. GM OEM approved head numbers are (last three digits):461, 462, 041, 291, 126, 185, 336, 441, 445, 487, 487x, 493, 598, 624, 882, 920, 993, 997. Maximum valve size on GM heads is 2.02 inch intake and 1.60 inch exhaust. Any cast iron OEM Ford or Chrysler heads allowed with valves no larger than 2.04 inch intake and 1.70 exhaust.
- Flat milling or angle milling allowed.
- **3/8" Screw in studs and guide plates are allowed, also 5/16" maximum size push rods are allowed.** Valve train must be stock type. **Steel roller rockers allowed.** No stud girdles or shaft-rockers.
- Cam lifter bore must be stock. OEM firing order must not be changed. Roller cams, mushroom cams, mushroom lifters, and **solid lift cams are not allowed.** Must be chain driven, no gear, or belt drives.
- Manual fuel pump only. Electric fuel pumps or belt drive pumps are not allowed.
- Stock type ignition required-HEI or point type- no dual point. Billet housing is allowed. Mags or aftermarket spark boxes are not allowed.
- Unaltered OEM four barrel cast iron dual pane intake, Edelbrock GM #2701; Ford #7121, 7181, 7183; Chrysler #8022. Weiland GM #7547, 7547-1; Ford #7517, 8023, or 7516; Chrysler #8022.
- Starter must be stock type in working order. Mini starter OK.
- Cast iron manifolds or under chassis headers are allowed.
- Oil pump must be stock type-wet sump. External oil pumps or dry sump systems are not allowed.
- Crate engines OK, must run 0-4412 carburetor.

Carburetor

- All cars must run IMCA approved unaltered 2 barrel 500 c.f.m. Holley, part #0-4412. No adjustable metering blocks allowed.
- Carburetor must pass Go or No-Go gauges.
- Any unaltered adapter up to 1 inch thick, gaskets included. No throttle bore adjustable spacers allowed.
- All cars must have two carburetor return springs on accelerator. No throttle cables, hard linkage only. Springs should pull both directions, forward and back.

Fuel Cell

- Racing fuel cell required and must be mounted by two steel straps- 2" wide by 1/8" thick around cell. One-inch square tubing or pipe must be used frame to frame mounting cell.
- Fuel cells must not be lower than rear axle housing and must be enclosed in metal container.
- Fuel must be pump type gasoline. Racing gasoline is allowed.
- The following are not allowed: alcohol, additive, nitrous oxide, plastic fuel lines, fuel lines visible in driver's compartment.

Radiator

- Must be stock type in stock position.
- Radiator overflow or overflow tank must be in engine compartment.
- Extra water tanks or spray bars are not allowed.
- Aluminum radiator allowed.
- Aluminum water pumps and pulleys are allowed.

Bumper

- Pipe bumpers are allowed.
- Reinforcement allowed.
- No sharp edges.

Rub rails are allowed with no sharp edges.

Steering

- Stock type steering boxes, steering quickeners allowed.
- Steering wheel quick release is allowed.
- Rack and pinion steering and center steering are not allowed.
- Stock steering column may be removed, but shaft must be in normal location.
- Aftermarket pumps and reservoirs will be allowed.

Switches

- On and Off must be clearly marked.
- Engine kills must be accessible from outside car.

Mirrors are not allowed.

Wheels

- 8 inch or 10 inch wide by 15 inch diameter steel wheels. No aluminum wheels.
- Heavy duty lug nuts are required on all four wheels.
- Bead lock wheels on right rear only
- Pressure leak down valves on wheels are not allowed.

Tires

- Hoosier scuffs allowed, maximum size 10x 27.5 x 15, may be grooved. 8 inch and 10 inch scuffs allowed. No mismatching of 8 or 10 inch tires.
- Tires must durometer 50 or higher.
- No new tires.
- **May run take-off American Racer KK-704 or sport mod Hoosier 500 (tires will be check with durometer and depth checker)**

All glass and exterior chrome and moulding must be removed.

All cars must have wrecker hookup on front and rear bumpers.

No transmitting or listening devices in car. No electronic monitoring computer devices capable of storing or transmitting information except tachometers allowed on car. No digital gauges allowed on car. No electronic traction control devices. No adjustable ignition boxes allowed on cars. No electronic control engine devices.