



A-STOCK

COMPETING MODELS

- 1955 or newer standard-size American-made sedans and trucks (2- or 4-door)
- Stock wheelbase: 102" minimum – 116" maximum (± 1 ")
- No convertibles, station wagons, four-wheel drive, or front-wheel drive
- Minimum weight: 3,200 lbs wet with driver

BODIES

- Panels may be replaced with stock-appearing steel or aluminum Fenders may be cut for tire clearance (maximum 3")
- Inner fender wells may be cut or removed Inner door panels may be cut out for door bars
- Grille may be replaced with wire screen; aftermarket nose pieces allowed
- All upholstery, glass, chrome, lenses, and interior fiberglass must be removed
- Driver's window must have an approved removable window net (mandatory at all times)
- Firewall and floor pan must remain in stock location; all holes must be sealed
- Firewall between driver and trunk required (20-gauge steel)

SPOILERS

- Maximum height: 6"
- No wider than trunk lid
- Maximum of 3 braces
- Must be triangular (6" height \times 18" base)
- No fiberglass or aluminum hoods or trunks unless stock

FRAMES

- Must be stock Unibody reinforcement required
- Rear frame behind rear tires may be replaced with (minimum .095" wall thickness) in OEM location Replacement may not extend more than 1" forward of factory seam (factory seam must remain visible)
- Unibodies must tie rear frame to front frame
- Frames may be "X-braced"
- Tow hooks required on front and rear

BUMPERS

- Stock or basket-type front and rear bumpers
- Basket-type bumpers must be within 1" of body
- Maximum bumper material: 1-1/4" black pipe
- Bumpers must be reinforced to prevent detachment
- Nerf bars:
 - Centered on axle height (± 8 ")
 - Maximum 1" from body
 - Maximum 1" outside diameter



ROLL CAGE

- Minimum **6-point roll cage**
- Driver side: minimum 3 door bars
- Passenger side: minimum 2 door bars
- Front hoops permitted
- Fuel cell protection required
- Material:
 - 1-1/2" DOM tubing (.095" minimum wall)
 - 1-1/4" schedule-40 black pipe or
 - All bars within driver's reach must be padded

IGNITION

- Stock electronic or single-point distributor only
- HEI distributor only
- No MSD or amplified ignition systems
 - OEM ignition components only

ELECTRICAL

- Battery must be in an enclosed acid-containment box
- Secure steel hold-downs required
- Battery may remain in stock location

SUSPENSION

- Must remain stock for make and model
- Stock-style non-adjustable tubular
- A-arms allowed (steel only)
- No cutting, heating, wedging, or modifying components
- No coil-over or air shocks
 - OEM split-valve shocks allowed
- One shock per wheel, stock location and mounts only
- No Heim ends or aluminum components
- Springs must remain in OEM mounting location
- No weight jacks or adjustable suspension components
- Stock anti-sway bar only (if used)

SEAT

- Factory-built aluminum racing seat required
- 5-point safety harness required
- Harness must mount to roll cage using 3/8" Grade 8 bolts minimum

STEERING

- Stock steering required
- Steering quickeners allowed
- Removable steering wheels allowed
- Collapsible shaft or double U-joint required in stock location
 - Heim-joint tie rod ends allowed



5.11 REAR ENDS

- Allowed:
 - Ford 9"
 - Chrysler 8-3/4"
- Floater style (any make)
- Must remain in stock location with stock mounts
- Gear ratio optional
- Welded spider gears, mini-spools, & posi-traction allowed

5.12 RADIATORS

- One radiator only, mounted in stock location
- Overflow catch tank required
- Aluminum radiators allowed

5.13 WHEELS

- Maximum wheel width: 8"
- Any offset allowed
- Steel racing wheels only
 - No ultralight or wide-5 wheels
- Bead-lock wheels allowed if $\leq 8"$ wide

5.14 BRAKES

- OEM factory-type brakes only
- No aftermarket rotors or calipers
- All four brakes must lock during inspection
- No brake shut-off valves
- Non-firewall mounted pedals allowed ($\pm 2"$ of original location)
- Aftermarket single master cylinder allowed

5.15 TIRES

- DOT-approved highway tires only
- No racing, studded, lug, mud, or snow tires
- Grooving and siping allowed
- 1" lug nuts required on right side

5.16 TRANSMISSION

- OEM 3- or 4-speed manual or automatic only
- No direct drives or buttons
- OEM clutches and steel flex plates only
- No aluminum flywheels
- Manual transmissions require explosion-proof steel bell housing



5.17 FUEL DELIVERY SYSTEM

Carburetors:

- One 500 CFM 2-barrel or o One 4-barrel (max 650 CFM, vacuum secondary only)
- No double pumpers
- Choke tower must remain intact
 - Choke butterfly may be removed
- One 1" spacer allowed 2-barrel to 4-barrel adapters allowed
- Approved racing fuel cell required
 - No boat tanks
- Secure mounting with two metal straps
- Enclosure required if no rear floor pan (20-gauge steel or aluminum)
- Filler cap must be inside body
- No pressurized tanks

5.18 INTAKE

- Cast iron or aluminum dual-plane intake only
 - non-air-gapped
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5.19 EXHAUST

- OEM cast iron manifolds or 1-5/8" headers
 - Must exit downward
 - Exhaust must exit behind transmission crossmember
 - Maximum pipe size: 2-1/2" 90-degree turndowns recommended
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5.20 CYLINDER HEADS

- OEM or stock replacement only
- Steel or stainless steel valves allowed
- No titanium components
- Maximum valve size: 2.02" intake/1.60" exhaust
- Gasket matching allowed only
- Valve jobs and resurfacing permitted
- Approved part numbers apply (see original list)

5.21 ENGINES

- Factory engines and locations only
- Maximum compression: 180 PSI
- Fuel: pump gas or Avgas (100 octane max)
- Maximum bore: 4.060"
- No porting or polishing
- Flat-top or dished pistons only
- Hydraulic roller cams allowed (max .500 lift)
- Stock replacement rods and cast crankshafts only
- Timing chain and sprocket only
- Mechanical or electric fuel pumps allowed (electric pumps require oil-pressure shutoff)