

2024 until further Notice

JACKSON MOTOR SPEEDWAY

FACTORY STOCK RULES

These rules are to tell you what you can do. If it is not in the rules and you do it, it is NOT LEGAL unless cleared by tech-inspector.

The Statement: Unless it came on a stock, mass produced vehicle, it is **NOT LEGAL UNLESS**

SPECIFIED HERE! If it came on a stock, mass produced vehicle and it is prohibited here, it is

NOT LEGAL! All dimensions are referenced as the car is raced. Your tire pressures, spring settings, etc. May put your car out of limits. No variances are allowed when / if the cars are checked / weighed going onto the track. Following the race, decisions on variances for accident is at the discretion of the Tech Inspector(s).

RELATIONSHIP TO OTHER CLASSES:

These cars are primarily for NEWER drivers to V8 cars. There are a large number of stock parts. If you have won a feature in a late model style car in the last 10 years, you can NOT drive in this class.

ELIGIBLE MAKES/MODELS:

Any Chrysler, Ford or GM model car that was / is mass-produced for the United States Market. Check with track before you build.

MATERIALS:

No ceramic, **titanium**, or carbon fiber parts allowed.

RADIATOR:

One, mounted in front of the engine for the purpose of cooling water and, optionally, to cool an automatic transmission. **Electric cooling fans allowed only with a master power disconnect switch within reach of driver and/or safety officials.**

ENGINE:

Location: Stock location for Make / Model / Year.

Option 1

GM CAP SEALS or GEN-4 Green Crate Racing USA Seals ONLY. **If Bolts or Seals are altered, you will be DISQUALIFIED.** If you put a 602 Crate Motor in any other chassis besides GM, contact Tech Man for engine location.

Option 2

Purchase a GM 602 crate motor with current GM bottlecap seals and JMS seals through Rogers Dabbs (601.825.2277) and receive a 200lb weight break. JMS

seals will be added at time of purchase. **If bolts or seals are altered you will be disqualified.**

Option 3

Max 450 valve lift cam OR engine MUST pull 16" of Vacuum @ 1,000

RPMs, 180 lbs compression. NO VACUUM PUMPS. YOU MUST CLARIFY IN TECH WHICH ONE YOU WILL CLAIM FOR THE NIGHT.

BLOCK: Stock based, steel, small block not to exceed 362 ci. Must be stock bore (+60 okay) and stroke. NO stroker / hybrids (No 383ci Chevys, No 347 Fords, ect.) All engine casting numbers stamped on the engine must be unaltered.

CAM: Chain driven.

LIFTERS: Solid or hydraulic. No rollers or mushrooms. No ceramic.

PISTONS: Dished or Flat. No Domes.

RODS: OEM length. Example: SBC must be 5.7" I-Beam Rods No 6" rods. No H-Beam rods.

HEADS: OEM iron heads. Vortec heads okay, Vortec copy okay. Not to exceed 173 intake runner volume. No Porting or Polishing. OEM style stamped steel rockers. No roller rockers. No roller tipped rockers. Screw in studs and guide plates OKAY. No Porting/ Polishing.

VALVES: Maximum of 2 valves per cylinder. Max intake is 2.02. Max exhaust is 1.600.

INTAKE MANIFOLD:

No Porting / Polishing. OKAY to drill the intake, to mount on Vortec heads. Any cast iron or aluminum intake. **Dual Plane Intake ONLY.**

CARBURETOR: One carburetor 500 cfm two barrel Holley with stock, unaltered, throttle arm and butterflies. Choke plate may be removed. No Porting or Polishing. **MUST PASS GO/NO GO gauge.** The accelerator pump squirters may not extend into the area directly above the venturi (Tech Purposes).

Holley HP allowed. Must pass GO/NO GO gauges.

CARBURETOR ADAPTER / SPACER:

No more than 1 adapter and no more than 1 spacer, a combined total of 1" thick. May be Aluminum, Wooden or Plastic. Cannot extend into manifold.

AIR FILTER HOUSING:

No vacuum lines allowed between the air cleaner and the carburetor. Only one, round, mass produced air cleaner may be used. Maximum size of the element will be 14" in diameter by 4" tall. Air cleaner top and bottom must be made of solid metal.

NO PLASTIC AIR HATS.

IGNITION:

Battery operated. OEM electronic ignition system such as HEI required. Distributor must be mounted in

the stock location and maintain the stock firing order.
No crank / triggered ignition. No ignition boxes.

ALTERNATOR:

If used, must be 12 volt and of OEM design.

HARMONIC BALANCER:

After market to include fluid damper okay.

NUMBER ONE PLUG:

Must be at stock location for make and model. Engine has to be in stock location on frame. **ZERO ENGINE SET BACKS.**

STARTER:

Full size or Mini Starter okay. **MUST HAVE STARTER.**

WATER PUMP:

After market allowed.

POWER STEERING PUMP:

Stock location. : After market power steering pumps and steering quickeners are okay.

ACCESSORIES:

Other items must be OEM style but may be after-market items.

PROHIBITED:

Any titanium or other similar sophisticated lightweight parts. Mounting the engine so that the centerline of the

crankshaft is more than 1" from the center point between the
2 top ball joints.

FUEL:

Racing gasoline OKAY. **NO E 85. No aftermarket or scented additives.** No cool cans. See the safety rules on the required fuel cell.

EXHAUST:

Must exit approximately parallel to the ground and not be aimed in the direction of the cockpit. Headers OKAY with 1 5/8 inch primaries and 3" collectors. No over the frame or crossover headers.

FLYWHEEL/FLEXPLATE:

OEM steel only. OEM dimensions

CLUTCH/TRANSMISSION:

Single disc clutch only 10 1/2" minimum. No aluminum flywheel. Stock type flywheel to weigh no less than 14lbs., stock type pressure plate no less than 13lbs., stock disc type clutch and flywheel required. Stock torque converter 11" minimum required with automatic transmission. Transmission may have shift kit installed, 1/4" steel plate surrounding stock bell housing or blow proof bell housing required. No racing clutches are light flywheels, or small torque converters, or racing torque converters are allowed.

Functioning torque converters must weigh 38lbs minimum.

DRIVE SHAFT:

OEM steel. Universal joints are to be similar in design to OEM units. Minimum drive shaft diameter is 3". **Must be painted white with vehicle number on it.**

REAR END:

Ford 9" OKAY in any make. **When using 9" Ford make sure brackets are in stock location. IF any questions about stock location, call track BEFORE you weld brackets on.** OEM 5 or 6 lugs OKAY, **consider installing C-Clip eliminators** or other provisions such as that breaking a rear axle does not cause the axel to come out of the housing.

BRAKES:

Minimum of 2 rear and 1 front brake. No floating brakes.

One Master Cylinder ONLY. No Brake Bias.

BATTERY:

May use 2 batteries. If battery is located in drivers compartment it must be in an enclosed battery box and securely fastened. No bungee cords or ratchet straps. **NO EXCEPTIONS.** Must power the starter and the ignition and any accessories.

CHASSIS:

OEM for Make / Model / Year of the body.

WHEEL BASE:

Must be as manufactured for the Make / Model / Year. **Minimum Wheel Base 108"**. A one-inch tolerance may be allowed at the direction of the Technical Inspector for accident damage the day of race.

STEERING:

OEM style for Make / Model. No Rack and pinions unless OEM Equipped.

SHOCKS:

Steel body non adjustable stock mount shocks allowed. **Threaded body, coil over, and /or remote reservoir shocks are not allowed. Air shocks are not allowed. Bump stops (internal or external) are not allowed. Schrader valve shocks are not allowed. Shock covers are not allowed.**

Shocks **MUST** use the OEM mounts and remain in their OEM location.

There will be a **\$100.00 Claim Rule per shock**; you can only Claim **ONCE** a season.

FRONT SUSPENSION:

Upper A-arm and all steering linkage may be reinforced as long as their identities remain clear. May

use stock dimension tubular upper A-Arms must be mounted in stock location on chassis. NO SCREW JACKS, NO THREADED ADJUSTABLE SPRING BUCKETS. NO CHAINS, NO CABLES, or NO TETHERS allowed anywhere on chassis or suspension. Spring spacers are allowed. If spring spacer was originally adjustable/threaded, it must be welded together, making it no longer adjustable. Sway bars must be stock for make and model mounted in OEM mounts.

OEM style and dimension racing springs allowed. Springs must remain in their stock mounts and locations. For coil spring cars you may use 5” springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. No driver adjustable suspension devices permitted. Spindles and lower control arms MUST BE STOCK to the chassis being used. Also, upper control arms, spindles and lower control arms must be in STOCK LOCATION for chassis being used. OEM lower control arm bump stops are allowed.

REAR SUSPENSION:

Rear trailing arms may be stock/stamp style, or tubular (non adjustable only). Rear trailing arm bushings may be after market rubber, polyurethane, or steel. Shocks must use the OEM mounts and remain in their OEM location. OEM style and dimension

racing springs allowed. NO SPRING RUBBERS. NO SPRING BUCKETS. NO CHAINS, NO CABLES, NO TETHERS allowed anywhere on chassis or suspension. Springs must remain in their stock mounts and location. For coil spring cars you may use 5” springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. OEM design leaf spring setups in which the springs are securely fastened to the rear end are OKAY. No driver adjustable suspension devices permitted. No “Z” links, aftermarket pan hard bars, aftermarket J-bars, torque links, torque arms, damper shocks, fifth coils, ETC.

TRACTION CONTROL:

Other than listed under REAR SUSPENSION, no other traction devices are permitted.

BODY:

OEM production body or **sheet metal body allowed.**

MUST LOOK

STOCK APPEARING (WE WILL NOT LET THIS GET OUT OF HAND).

Complete stock body, unaltered except as stated here. Hoods may be gutted. Firewall must be completely stock and in the stock location. No open holes in firewall (seal Penetrations). Maintain the stock floor from firewall rearward to the leading edge of the trunk. There must be a firewall between the driver’s compartment and the trunk. Car must be sealed at the

back of back seat frame work. NO decking allowed, must have open cockpit from firewall to rear firewall. All doors must be welded and / or bolted shut. Doors may be gutted. Install 3 driver's sidebars, with 1/8" steel plate covering the door bars from front to back and top to bottom welded in place on outside of bars (Strongly Recommended). Install a minimum of 2 right side bars. The frame rails do not count as the door bars. See the safety rules for other items. Front inner panels optional on shock cars, required on strut cars. Trunk lid may be gutted. All glass must be removed. No mirrors. Grill may be replaced with wire mesh. Must have stock bodylines. Must have a metal firewall between driver and fuel cell. No fuel line in driver's compartment unless contained in conduit / pipe. Fenders may be cut for tire clearance. Front fender well may be removed. The rear of the car must be closed in. Rear of car must have downward slope from back of rear glass to back of trunk lid or tail piece.

NOSE / GRILL:

Aftermarket plastic nose for Make / Model OKAY. Front grill may be removed if such nose is installed. MUST Match Body/ Year Model.

HOOD:

May have an opening for the air cleaner.

ROOF:

Stock appearing. No spoilers or wings. The left and right edges of the roof are to be approximately the same height from the top of the doors and quarter panels. No more than 1" tolerance. The left and right side support panels for the roof must be the same design and front to back length.

INTERIOR:

See the section on SAFETY. No part of the seat may extend rearward past the plane generated by connecting the rear most edges of the doors. Aftermarket GAS pedal OKAY. (May be relocated). Must retain OEM window openings.

TRUNK LID:

Required. May be gutted. Must be able to be opened.

REAR BUMPER:

Any Make / Model OEM OK. Fabricated OK if approved by Tech. Ends must be smooth. Must be attached to the frame or roll cage in at least 4 places, 2 on each side of centerline. **Must be fully enclosed down to the lower of the rear frame level.**

Bumper ends must not extend past frame ends unless they are curved 90 degrees.

SPOILERS:

Not allowed, **PERIOD.**

WHEELS:

15X8 Steel wheels only. No wide fives. Must mount with at least 5 lug nut design. Mud caps OKAY. **Bead Locks allowed. Mudcaps must mount with bolts. NO dzus pins.**

TIRES:

Hoosier H500 or 60 Series Radial D.O.T. NO MUD GRIPS. **NO CHEMICAL ALTERATION ON TIRES.**

WEIGHT:

Engine options #1 and #2 must weigh 3200 pounds with driver on board.

Engine option #2 must weigh 3000 pounds with driver on board.

NO BURNOFF ALLOWED

****HIGHLY RECOMMEND You are allowed to have two seats in car for a passenger, you MUST have proper door bars in right side of car and proper safety seating. If you have a passenger and WIN a race you receive a \$50.00 BONUS.**

TECH PROCEDURE

Top 5 must report directly to the scales directly after your race. Failure to report as instructed will result in DQ.

Only the driver and ONE other pit crew member are allowed in the tech area with their car. Driver must not leave car unless permitted by official.

Track officials reserve the right to spot check or examine racecars at any time.

Failure to cooperate will result in DQ with no refund.

The Tech Officials decision is FINAL.

Any Passenger Under 18 years of age MUST Be approved by Tech Official.

**GOOD LUCK IN POST RACE
INSPECTION**

**IF YOU FEEL YOU NEED TO TEST THESE RULES,
MAYBE YOU SHOULD START IN OUR
STREET STOCK CLASS.**

We will pill draw, run heats using passing points to get starting position for the feature, unless we qualify.