

S.C.R.A
**FACTORY STOCK
2010 RULES**

S.C.R.A.
Stock Car Racing Association, Inc.

Factory Stock Rules

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SCRA

FACTORY STOCK RULES

1. Driver is totally responsible for all conduct of his/her car owner and all pit personnel and other affiliated people. Conduct includes, but is not limited to: language, fighting, cheating, threatening or attempting to intimidate others, or any other actions that are determined to be unsportsmanlike conduct by an SCRA official.

2. These rules are set forth to be general guidelines. Bending, stretching, or trying to cheat these rules will not be tolerated. (If it does not say in these rules "you can", assume you cannot. If in doubt, ask your Director or an Official.)

Decisions by the Board of Directors on interpretation of these rules are binding. Let's all race in the spirit of the rules.

3. The word "stock" will mean: "Unaltered and as originally produced for that year, make, and model". Except for rules as follows; Factory Stock rules do not permit the use of special performance cars or parts as OEM stock.

SECTION A Chassis/Body/Roll Bars

1. All cars must be 1955 or newer, full size, or intermediate, originally produced American made passenger cars with a minimum wheel base of 101" in stock condition. Bodies must be complete and stock, including a complete floor pan. (GM to GM, Ford to Ford, etc.).

2. No convertibles, pickups, jeeps, imports, or commercial vehicles allowed. Conventional passenger type station wagons are allowed. No commercial type station wagons like Blazer's, Bronco's, Suburban's, etc. will be allowed.

3. No additional welding or reinforcement is allowed unless specifically stated in these rules.

4. All chrome, trim, glass, and mirrors must be removed.

5. No gutting of interior sheet metal except as follows: Door, dash and interior quarter panels may be cut as required to install roll bars and side bars. Inner roof sheet metal can be cut away. **All firewall holes must be patched using 22 ga or better steel.**

6. Hood and trunk lids may be gutted. No other chopping of bodies, except for 2" around fenders for tire clearance. And up to a 14" hole in the hood for air cleaner clearance (Optional). Front inner fenders may be unbolted or cut out and removed.

7. OEM bumpers only. Front and rear bumper straps are MANDATORY. Front bumper must be strapped to the frame. Rear bumper must be strapped to the quarter panel. Minimum strap size required is 2" x 1/8" flat stock. Bumper straps must be welded and bolted with at least two 3/8" bolts. Front bumpers may have flat stock straps (2" x 1/8" maximum) or a chain running to the upper radiator support. (Bolt studs pointing inside.) Aftermarket approved front bumpers allowed, Mandrel bent replicating stock bumper. Max 2"x2" x.095.

8. Rub rails (optional) must be mounted flush against the body with carriage bolts, between wheel well openings only, with the ends tapered, smooth and closed. Maximum material size is 1" x 1". Maximum number allowed is one per side.

9. After market stock appearing nosepieces may be used. No homemade or handmade nosepieces allowed. Nosepiece must appear stock.

10. Cars must be neat and stock appearing from a distance of 50 feet. If your car does not look like a car at 50 feet, you will be told and given ample time to correct it before you are told, "Don't bring it back looking like that".
11. All cars must have a four-point minimum roll cage. Cage must be minimum 1 1/2" tubing with a .095" wall thickness, minimum. 1 3/4" x .095" tubing is recommended. Three door bars left side, two door bars right side minimum. Front loops (Maximum 1 1/2" x .095" tubing) are allowed. No cross braces or X's above the dash line. Both left side upright bars and all bars in trunk must have 3/16" inspection holes drilled in them in an easily visible location to inspect tubing for thickness. 2" space recommended for helmet to roll cage clearance (above head). If the roll cage is bolted to the floor pan, a 6" x 6" x 1/4" steel plate must be bolted to the top and bottom of the floor pan to weld to. Rear loops are allowed.
12. Core supports may be replaced with maximum 1 1/2" x .095" tubing. (SEE DRAWING)
13. Approved racing seat, lap belt, and shoulder harness belts must be mounted to the roll cage. Mounting of these items to the floor pan is not allowed.
14. All cars must have a minimum 1" x .095" center bar mounted in the windshield area. All cars must have full windscreen in windshield area.
15. Roll cage must be positioned so the (driver's seat) remains in the stock location.
16. Cars that lose front bumper, hoods or driver door during a race will be blacked flagged from that race. Cars must have part securely attached, prior to competing in the next scheduled event. Any cars without these parts will **NOT** be allowed to compete at any time.
17. Optional .049 steel plate is allowed to be welded to the outside the cage, inside the driver's door.

SECTION B.....Engine/Transmission/Drive Shaft

1. Engine must be in stock location, on stock mounts. Engine must be cast iron only. Cubic inch limits-GM 360-Ford-362-Chrysler/AMC-371. No pop up or dome pistons, no roller cams, lifters or rocker arms allowed. Racing oil pans are ok.
2. Ignition system must remain stock appearing. (No Unilite, Multi Spark Discharge, or other type non-OEM). Parts can be replaced by heavy duty OEM style and configuration.
3. Factory produced cast iron unaltered heads only. No port or polish work allowed. No port matching of heads to intake or exhaust manifolds. Valve size is optional and can be changed, provided that no machine work is done beyond 1/2" above the valve seat. Studs may be pinned or changed. No after market heads or intake manifolds

allowed. No grinding on intake or exhaust manifolds allowed. No beehive, or barrel valve springs. Screw in studs, guide plates, and stud girdles are allowed.

4. Aluminum intake manifolds are allowed, but must be OEM standard production only. No special performance or special production manifolds allowed. Example: 1969 Z28 square flange aluminum intakes are not allowed.

5. Aluminum after market water pumps are allowed. Aluminum radiators are optional.

6. No headers allowed. Stock cast iron exhaust manifolds only. Mufflers required 95db @ 50 ft.

7. Engine mounted factory type fuel pumps in stock location only. No electric fuel pumps allowed.

8. No mushroom lifters, superchargers, turbo chargers, fuel injection of any design, nitrous oxide, pressurized fuel systems, magnetos, computers of any kind, or alcohol allowed. Including (E85 Fuel).

9. Carburetor must be a stock production passenger car or light truck unit of the same brand that came standard on the make of the engine being used. Carburetors must have factory OEM numbers stamped on them and cannot have any visible machine work done. No special high performance, limited production, or after market carburetors are allowed. No adapter plates or after market spacer plates may be used.

10. Transmission must remain in stock location, and on stock unaltered cross member. Solid mounts are allowed but must be stock configuration. Transmissions are allowed to be GM to GM, Ford to Ford, etc, etc.

11. No direct drive or valve transmissions allowed. **Torque converters must be of stock size (Diameter 11" standard.) (Minimum 10" OEM style clutch)**

12. No dog clutched, buttons, ram clutches, or ram couplers allowed. OEM clutch set up only, Max 17" Dia. Scatter shield must be used on all manual transmission equipped cars. Hydraulic throw-out bearings are allowed.

13. Drive shaft must be painted white and have a 360 degrees loop around it, approximately 3" behind the front universal joint. Minimum loop material is 1" x 1/8" thick steel. Random inspections will be done, so keep it painted.

14. No aluminum drive shafts or flywheels allowed.

SECTION C.....Rear End/Suspension/Tires/Wheels

1. Rear end must remain stock, on stock unaltered mounts, in stock location (year, make & model). Any passenger car or light truck rear ends can be used in any car, and must be mounted on the stock chassis mount, in the stock location for the make and model of the car. No quick changed or floaters will be allowed. Stock style steel

springs (coil for coil, leaf for leaf) and must be in stock location. Upper and lower trailing arms must be of stock length, unaltered and in the stock mounting location. Shock and spring mounts must be in stock location.

Ford 9" rear-end will be allowed. All non-stock rear ends must be +/- 1" of stock rear end width, i.e. if the stock rear-end measure out at 58" the non stock may be 57" or 59". There will be no exceptions to this. Pinion angle will be visually inspected also throughout the year. Disc brakes will be allowed.

2. No lowering blocks, weight jacks, chains, or spring spacers allowed. All springs must be stock appearing for year, make, and model of car. Rear leaf springs must appear to match left to right. Heat and re-arching of springs is allowed. Center pin must remain unaltered and match left to right.

3. Suspension must remain stock, unaltered with OEM equivalent parts. No reinforcing of any suspension parts, except Chrysler product or 1965 or newer full size Ford lower A-frames. Reinforcement of these parts is allowed, but must remain exact stock dimensions. Spindle savers are allowed.

4. Added weight is not legal in this division. Interpretations of added weight in any area behind the roll cage. One 5 gallon maximum water bottle can be placed inside roof line on floor. Use of tubing larger or thicker than tubing in main roll cage, having more than one standard type automotive battery, fuel cells or their containers made of over 1/8" thick steel, fuel cells that hold over 16 gals of fuel (16 gal. as advertised), lead or added heavy materials, reinforcement, or construction using heavier materials than needed, or anything that can be considered excessive in weight as judged by SCRA officials. If your car has anything like this, be sure to show it to SCRA officials before racing and get a written decision on it.

5. Four wheel brakes in working order are required. No line blocking allowed. Brakes must be steel, unaltered OEM, or unaltered OEM replacement. Front components must match frame and maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. Bolt pattern may be changed. Larger studs allowed. Vented rotors only. Rear rotors may be aftermarket, 0.810 inch thick (new). No floated brakes. No brake shut-off or pressure sensitive devices.

6. Steering components (box, pitman arm, idler arm, drag link, tie rods and ends, and couplers) must be OEM. No modifying or reinforcing allowed. Steering column may be replaced with a shaft that is stock length. Quick disconnect steering wheel couplers are allowed. Stock unaltered brake pedal must be in stock unaltered location.

7. Both right wheels must be plated or heavy duty steel or aluminum. No stock steel including rally wheels or honeycomb aluminum factory wheels allowed on the right side.

8. Maximum wheel width is 8". All tires and wheels are subject to a 10 1/2" tire gauge inspection at all times. Use of mud plugs made of rubber or plastic is allowed.
9. Wheel studs may be changed to a larger diameter size in the interest of safety. 1" OD lug nuts are required. Broken, stripped, or missing wheel studs or lug nuts must be replaced, or car will not be allowed to race.
10. Pit crews leaving lug nuts off when a tire is changed will result in car being disqualified.
11. Tires must be street tires as manufactured for use on passenger cars. All factory names and numbers must remain on tires. No tire grooving. No racing, light truck, mud, snow, off road, or recap tires allowed. Tire gauge must fit over sidewalls with no resistance. Worn tires or stretched sidewalls are no excuse. All tires must have a tread wear rating of 240 or more to be legal. Any time a car is found at the track with an illegal tire on it, that car will be disqualified from racing for the entire night.
12. Steel shocks, non adjustable, in stock location, on stock mounts, one per wheel. Shocks may not be altered, or extended.

SECTION D.....Cooling/Fuel/Battery

1. Radiator must be mounted in stock location and must appear stock. Factory core support may be changed.
2. Fuel and oil lines in the driver's compartment must be encased in tubing from front firewall with no breaks in the tubing. Steel braid line is accepted.
3. Transmission cooler may be mounted in the driver's compartment but must be mounted in a safe manner and cannot be mounted where vision through the car is blocked. After market transmission coolers are allowed.
4. Racing fuel cells are Mandatory with Max 16 gallons as advertised and must be securely mounted in the trunk area. Ground strap on filler neck to chassis is required. No aluminum tanks. Two steel straps front to rear and one side to side are required. Minimum strap size is 1" x 1/8" steel flat stock. $L \times W \times H$ divided by 231 = gallon capacity.
5. Trunk floor area may have minimal modification for fuel cell placement, and floor must have two 2" holes for fire extinguisher access.
6. Fuel cell area must be completely sealed off from the driver's compartment with min **22 awg STEEL** sheet metal. Must be secured with steel rivets, or welded. No filler necks protruding through rear fire wall or trunk lid.
7. Gasoline only. No additives allowed. Racing gasoline and AV gas is allowed. (**NO E85 allowed.**)
8. Battery must be mounted securely inside a container inside the driver's compartment. Plastic boat type battery boxes are not allowed. Batteries are not

allowed in the fuel cell area. Dry cell batteries do not require container. Positive post must be insulated.

SECTION E.....Safety

1. No grace races on safety related violations.
2. Racing approved **5 Point harnesses** are mandatory. Shoulder harness must be mounted below driver's shoulders and securely attached to roll cage. Seat belts must be attached to roll cage. Harnesses are to be Re-certified after 5 years of age, and Subject to inspection at any time.
3. Seat must be securely mounted to the roll cage. Seat must be replaced with after market Aluminum racing seat. A headrest or roll cage padding must be installed where seat back is not high enough to protect the driver's head.
4. All drivers must wear full safety equipment every time they go out on the track. Helmets must be worn anytime you operate the vehicle. Safety equipment consists of SFI approved fire suit, SFI approved gloves, and Snell approved with a rating of **SA 2000** or better, full-face helmet with full chin protectors and flip-up shield for fire protection. Neck brace is required. **M type helmets are not allowed.**
5. No open face helmets and no goggles are allowed.
6. A working **2 ½ lb ABC type** fire extinguisher is required in every pit. A fire extinguisher or onboard fire out system is required in every car. This rule will be enforced all season.
7. Window nets are required.

SECTION F....Miscellaneous/Enforcement

1. Legible numbers are required on both doors of the car and on the roof (facing right). These numbers must be a minimum of 20" tall x 3" wide and must be dark numbers on light cars or light numbers on dark cars. Numbers at least 5" tall are required on the front and rear of the car. Failure to field a car at least one time every 60 days could cause you to lose your car number. Be sure you are going to field a car before you buy a car number. Previous years champion exempt.
2. Three digit numbers, numbers with letters, or letters only are allowed.
3. The front fender area (on both sides), from the centerline of the wheel opening, rearward 30" is reserved for SCRA sponsor decals only. Anyone not having the required decals in the proper place will be fined the amount of points and money earned that night. If you don't have the decals on your car, you better have a written excuse from the division director.

4. These rules are meant to keep all cars stock. Anytime a car is found in violation of any of these rules during or after a race, it may be disqualified for the night, or worse. If you feel the need to ask if something is legal, ask. Don't assume.
5. No communication devices allowed. No radios allowed in the pits.
6. Only self-starting cars may race.
7. Let's race in the spirit of the rules.
8. General SCRA membership is \$25.00 each. SCRA Driver membership is \$100.00, which includes car number. You must be a member of SCRA to protest another car's engine and to accumulate points with this association. Replacement fee for a lost membership card is \$5.00 each occurrence.
9. If a driver is suspended from competition, this may include all SCRA divisions.

SECTION G....Claim Rule/Procedure/Penalties

Claims involving a legal engine

1. There is a \$500.00 engine claim, OR \$300.00 engine claim with exchange, plus \$25.00 paid to the wrecker for pulling the engine. Claim does not include: flywheel (on manual transmission equipped cars only), clutch, pressure plate, throw out bearing, clutch arm, bell housing, torque converter, water pump, power steering pump and pulley, belts, dip stick and tube, exhaust manifolds, distributor, spark plug wires, breathers, carburetor, air cleaner, sending units and switches for oil pressure and water temperature, thermostat housing and thermostat or restrictor, starter, motor mounts, fuel pump, alternator, and any associated brackets. If the \$300.00 plus exchange option is exercised, the claimer will also pay the \$25.00 to lift out the exchanged engine. In case an exchanged engine has been claimed, the exchange will override the claim. When exchange is exercised, all other claims are void. The exchange engine will be processed as a claim, but will not count as a claim against the claimed driver.
2. Any driver filing a claim must be on the same lap as the race leader. Only drivers on the lead lap can be claimed or can file a claim. The top 5 finishers must go directly to the designated tech area. Only drivers and officials allowed in claim area. Driver claiming must be an SCRA member in good standing and must have his/her SCRA membership card, the car number card, and \$500.00 cash on them at the time of the claim. No driver is allowed to get out of his/her car in the claim area.
3. Claimer must give the SCRA official, in the claim area, all the required items and tell them which car's engine he/she wants to claim. The car that gets claimed will be pushed or towed, not driven, to the designated work area where removal of intake

manifold, exhaust manifolds, valve covers, and spark plugs will be done first, for SCRA inspection. In some cases claimer may be required to prove rule compliance prior to claim proceeding. All claims must be completed within 5 minutes of the end of the race.

4. If engine is legal, procedures to pull engine will continue. Sale is final at that time. Engine must be completely removed and ready to be given to the new owner within one hour after the car reaches the work area. Intentional delays will result in a fine (points and/or money).

5. No driver can claim any other one car's engine more than one time during the same season. In order to claim, a driver must have at least 10% as many points as the point's leader at the beginning of that night's racing. This limitation does not apply to the exchange clause of the rules.

6. In the event of multiple claims, the highest finishing participant claiming will have first choice.

Claims involving an illegal engine

1. When an engine is found to be illegal during a claim, that driver loses all claiming/exchanging rights for that transaction. The other driver claiming has the choice of accepting the illegal engine or refusing it. If claimer refuses the illegal engine and it has been removed the car being claimed will have to pay the pull out fee to the wrecker and the driver of the car with the illegal engine:

A. Forfeits points, trophy (ies) and monies earned that night.

B. Is fined \$150.00 for possession of an illegal engine in the factory stock class.

C. Is suspended from competition from all SCRA events for the next three scheduled events.

2. If a claim is denied the Driver:

A. Forfeits points, trophy (ies) and monies earned that night and fined \$500.00.

B. Receives one calendar year suspension.

C. Refusing claim will have engine torn down and inspected by SCRA officials.

3. If tear down is denied then the engine will be found to be illegal, a combined claim rule violation will result in \$650.00 fine and one calendar year suspension.

Engine Protests

1. Any engine can be protested by posting a \$75.00 protest fee. Protested engines will be required to have one rocker cover, intake manifold, one exhaust manifold, and spark plugs removed to verify rule compliance by officials. \$10.00 of every engine protest fee goes to the points fund and \$65.00 goes to the protested car if engine

is legal, or is refunded to the protester if the engine is illegal. Refusal to tear down is an admission of possessing an illegal engine and carries all of the penalties that apply.

Questions about these rules? Feel free to call your Division Director.