

ADAMS COUNTY SPEEDWAY
2017 STOCK CAR RULES & SPECIFICATIONS

(Updated January 1, 2017)

Revised 4/15/17

(New or altered rules will be underlined)

The rules are written to create competitive and fair racing. In the interest of competitive and fair racing, they may have to be adjusted from time to time. If the Adams County Speedway race director(s) feel the rules need to be adjusted the affected competitors will be notified with a bulletin before any adjustments or changes are made.

All drivers are required to have a NASCAR license for sanctioned events.

Raceceiver & Transponder are mandatory. Drivers without a transponder or Raceceiver are subject to fine and disqualification.

Transponders are to be mounted 24 inches back towards the rear bumper (measured from the center of the rear axle) in a transponder pouch and securely attached with the transponder facing the race track surface.

Section 1: Safety

- A. Rules apply at all times car is on track. Any safety rule will always take precedence.
- B. Snell-rated SA2005, SA2010 or SA2015 helmet required.
- C. Roll bar padding required in driver compartment (Fire retardant recommended).
- D. SFI-approved full one or two piece fire suit required.
- E. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required.
- F. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted so latch is at top front of window. Maximum four inch tall visor attached to window net.
- G. Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required (Y-type shoulder harness not allowed), must be mounted securely to roll cage, as prescribed by manufacturer.
- H. Recommended: Safety belts no more than 2 years old. No Y-type seat belts allowed. Any safety belt or safety net deemed to be unsafe by signs of weathering, fraying, or other reason by officials or race director(s) will be illegal and unable to race.
- I. A protective screen is required on the driver's side of the windshield opening. At least 4 vertical braces for support of this screen are required. Minimum screen size is ½ by ½ inch openings and maximum of 2 by 2 inch.
- J. Battery disconnect switch required. Recommended location is in reach of the driver and 12" of gear shift levers and clearly marked "OFF" and "ON".
- K. All drivers and cars are required to pass a safety inspection and receive a sticker for passed inspection before allowed to compete.
- L. Approval of a race car by inspector shall mean only that it is approved for participation in a competitive event and shall not be construed in any way to mean that it is guaranteed mechanically sound, safe, or completely legal. ACS and/or the inspector shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from same.

Section 2: Roll Cage, Frame, and Wheel Base

- A. All cars must have a four point roll cage welded to the frame. Must be .095 inch tubing, minimum 1.75" in diameter.
- B. A minimum of 3 door bars on driver's side, and 2 bars on passenger side of car. No off set cages allowed.
- C. Fuel cell protection required.
- D. All bars front and rear must be inside body.
- E. Drivers head must not protrude above roll cage when strapped into seat.
- F. Driver's side steel door plate, 18 gauge or .049" minimum thickness must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat, must be visible for inspection.
- G. No jeep, bronco, SUV, or 4 wheel drive type frames allowed.
- H. No tubular frame components. Stock stub and frame rails with the exception of rear frame rails (behind driver) may be replaced with 2"X3" tubing.
- I. You may stub a unibody car. Inter-marriage of frames will be allowed.
- J. No shot ballast, sand, liquid, or any other material shall be added to inside of frame rail.
- K. Minimum wheelbase will be 104".
- L. You may use 1988 – 1996 Cutlass, Grand Prix, Lumina, Regal, or Monte Carlo body on 1978 -1987 GM
- M. Frame must be a minimum of 4 inches from the ground at all points.

Section 3: Suspension

- A. Front suspension and steering must be unaltered OEM in stock position and be replaceable by OEM parts. Heavy duty parts allowed. All suspension parts must be steel except where noted.
- B. Weight jacks must be in original center line of spring. Weight jacks permitted on both front and rear of car.
- C. Upper and lower A-Frames must remain in stock position. Upper A-frames can be stock or tubular non-adjustable.
- D. Lower A-Frame cannot be altered or moved.
- E. Limited to one spring per wheel only, all coil springs must be a minimum of 4 1/2" O.D
- F. New style GM cars must replace stock rear torque arm with a solid upper link, 20" maximum length, center to center. The mounting point on top of the rear end cannot exceed 3" to center of mounting hole. The angle of the bar cannot exceed 15 degrees with the car at rest with driver in seat. No tolerance. OEM panhard bar and lower control arms may be reinforced or replaced with steel, non-adjustable (for height or

- length) bars/arms of the same length. Lower Trailing Arms must be OEM length and NO HEIMS.
- G. Front safety hubs allowed on both sides.
- H. One shock per wheel allowed. Racing shocks allowed. No horizontal mounted shocks.
- I. No bumpers or stops. No threaded body, front coil-over, air or remote reservoir shocks.
- J. No Schrader valves or adjustable shocks. Front half may be shielded.
- K. Steering box must be steel OEM and in stock location, and use original bolt pattern for frame used.
- L. Rack and pinion steering is not permitted.
- M. Steel steering shafts and knuckles only. Swedge tubes allowed.
- N. Steering may be altered to suit driver, but must be kept on left side of car.
- O. Collapsible steering shaft allowed.
- P. No devices allowed that would enable the driver to adjust or alter the wheelbase or for weight jacking the car while in competition.
- Q. No air shocks or air bags allowed.
- R. No pan hard bars allowed.
- S. Trailing arms must remain same length as OEM. No shortening of trailing arms allowed. No offset bushing, rubber or urethane bushing only.

Section 4: Tires and Wheels

- A. IMCA Stamped Hoosier G60-15 tires permitted only.
- B. No softening or conditioning of tires allowed.
- C. Tires may be ground or siped within confines of tread.
- D. All tires must durometer a minimum of 50 at ambient temperature.
- E. Factory built 15" X 8" steel wheels only. Wheels cannot exceed 8" in width.
- F. Bead lock allowed on right rear only.
- G. Mud plugs allowed.

Section 5: Transmission and Clutch

- A. Automatics, 3 speeds, or 4 speeds allowed.
- B. All automatics must remain in OEM case and stock appearing, and must have a scatter shield or blanket.
- C. No 5 speeds, in and out boxes, or quick change devices permitted.
- D. Cars must have at least one forward and reverse gear.
- E. Driver must be able to engage transmission with motor running.
- F. Cars must start under their own power without being pulled or pushed.
- G. Car must leave initial staging area on demand, unaided, or go to rear of that race.
- H. All manual type transmissions must have a standard OEM case and have clutch inside an explosion proof scatter shield. Scatter shield should be constructed with .25" by three inch steel, 270 degree around flex plate.
- I. Clutch, single disc, or multi disc clutches allowed.

Section 6: Driveshaft, Differential, and Brakes

- A. Drive shaft must be steel, with a minimum O.D. of 2".
- B. Drive shaft must be painted white.
- C. Steel yokes and joints only.
- D. A 360 degree drive shaft loop required and must be made of at least .25" X 2" steel strap, or 1" tubing. Loop must be mounted 6" behind front u-joint, rear chain required on rear.
- E. Rear end, any approved OEM rear end allowed.
- F. Passenger car or truck rear ends allowed.
- G. Floaters permitted.
- H. NO aluminum allowed, except lowering blocks, axle caps and drive plates.
- I. Welding of rear end spider gears allowed. Mini or full spools allowed. Aluminum or steel spools allowed.
- J. Four wheel hydraulic brakes in good working order are mandatory.
- K. All calipers must be OEM. No lightening allowed.
- L. Disc brakes allowed on front or rear.
- M. All components must be steel.
- N. Adjustable brake bias allowed. (Front to rear only)
- O. Aftermarket pedals allowed.
- P. No traction control devices of any kind allowed.

Section 7: Engines, Camshafts, and Rocker Arms

- A. All engines used in competition must be able to be used in a conventional passenger car without alterations.
- B. Casting and fittings must not be changed or altered.
- C. No machine work done on the outside of the engine block.
- D. No big blocks allowed.
- E. Inter-marriage of engines to frames allowed.
- F. Furthest forward spark plug hole must be a minimum of 2" ahead of the center of upper ball joint.
- G. No engine off set allowed.
- H. Aftermarket motor mounts allowed.
- I. Steel OEM engine blocks only, no aluminum blocks allowed.
- J. Any steel OEM or aftermarket heads with an intake runner of 200cc or less allowed.

- K. No aluminum heads. OEM valve angles only.
- L. Screw in studs allowed. Stud girdles allowed.
- M. OEM or Roller / roller tip rocker arms allowed.
- N. Solid Flat tappet camshafts and lifters only, no roller cams or lifters allowed. No mushroom lifters.
- O. No titanium engine parts allowed, except valve spring retainers.
- P. Any piston allowed.
- Q. Engine must be self starting

Section 8: Engine Option 1 (Low Compression)

- A. Engines will compete with a compression ratio no greater than 11.0 to1, with no tolerance allowed.
- B. Engine sizes will be limited to 361 cid for GM/AMC and 364 cid for Ford and 370 for MOPAR.
- C. ACS Carburetor Rule

Section 9: Engine Option 2 - (Unlimited Compression) (1967-81 Camaro Leaf Spring Cars ONLY)

- A. Engines allowed unlimited compression with no limit on cubic inches
- B. ACS Carburetor rule:
500 cfm Holley – Part #0-4412, may be modified to Holley HP Dorton Part # 0-80583-1 specs only. All float bowls must face forward. Carb adapter/spacer allowed, max 1.2 inches thick, including gaskets.

Section 10: Intake Manifold options

- A. Intake Manifold, the following are the ONLY allowed intakes allowed.

Edelbrock part # 5001 or 2101 on SB Chevy	Edelbrock part # 5076 or 2176 on MOPAR
Edlebrock part # 5081 or 2181 on Ford Winsor 351	Edelbrock part # 2760 or 2181 on Ford Cleveland 351
Edelbrock 2915 for Chrysler	Edelbrock 2701 and 2716 for GM
Edelbrock part # 5021, 7121, 7181, or 7183 on Ford 289 or 302	
Weiand GM7547-1, Ford 7515, 8023, or 7516 Chrysler 7545	
B and A Track Boss on Ford Winsor/Cleveland	
- B. All above listed aluminum intakes must remain unaltered and unpainted. No modifications allowed of any kind.

Section 11: Water Pump, Oil Pump, Air Cleaner, and Exhaust

- A. Aluminum water pumps allowed.
- B. No dry sump oil systems allowed.
- C. OEM Pushrod style fuel pumps only. No electric pumps.
- D. Top of air cleaner housing must be metal.
- E. Headers must be mounted in a way to direct spent gases away from driver. No Zoomies or 180 degree headers allowed.
- F. [Mufflers recommended.](#)

Section 12: Fuel

- A. Pump gas including E-10 to E-85 ethanol or racing fuel permitted.
- B. No methanol, nitrous oxide, nitro, or any oxygen bearing additives allowed.
- C. Fuel line in drivers' compartment must in a pipe or conduit and be painted red and have the word FUEL on it.
- D. Racing fuel cells mandatory and must be mounted with minimum one inch square tubing or two solid steel straps 2" wide around fuel cell.
- E. Fuel cell must be enclosed in a minimum of 18 gauge steel container steel container and must be mounted behind the rear axle and between the rear frame rails, no lower than centerline of rear-end, protected by roll cage tubing.
- F. Protective tubing must cover the rear and extend past both ends of the fuel cell.
- G. All lines must come out of the top of the fuel cell and must have check valves in return and vent lines to prevent leakage in the case of a rollover.
- H. No vented caps.
- I. Racing fuel cell is mandatory with maximum capacity of 22 gallon.

Section 13: Weight Rule

- A. Minimum weight 3100 pounds after race with driver. No tolerance.
- B. All weight must be in block form of no less than 5# blocks.
- C. All weight must be securely fastened to frame with at least two grade 5 or better 1/2" bolts. No redi-rod. No welding bolts to cage allowed.
- D. Clamp on weight brackets recommended.
- E. All weights are to be painted white with car number on them.

Section 14: Bodies, Spoilers, and Bumpers

- A. All bodies must be stock appearing.
- B. Stock appearing aftermarket nose pieces and tailpieces allowed.
- C. No station wagons, convertibles, or rear engine cars allowed.
- D. No altering or channeling of the body allowed. Hood and deck lid must remain stock appearing and be securely fastened.
- E. No spoilers, wings, rudders, or anything that alters the appearance of the car will be allowed.
- F. Firewall between driver and engine can be moved but can be no further back than the "A" pillar.
- G. All holes must be plated over. Flat steel .049 minimum firewalls permitted.
- H. Firewall between driver and fuel cell must remain intact and all holes covered.
- I. All glass, plastic, upholstery, rear seat, lights, mirrors and chrome must be removed.
- J. All doors must be securely fastened shut.
- K. Interior must remain open. No tinning in.

- L. Full floorboards must be in place, but may be replaced with suitable and approved materials. (Nothing less than .049 steel)
- M. Trunk floor may be removed or altered enough for fuel cell clearance.
- N. Fenders may be trimmed for tire clearance.
- O. Front inner wheel wells may be removed.
- P. Front and rear bumpers may be stock or fabricated. No sharp edges.
- Q. Side rub rails optional, but must be rounded on each end and be mounted with round headed hardware.
- R. All cars will have a tow hook on front and rear.

Section 15: Drivers Compartment

- A. Aluminum high back seats only and must be bolted in next to the left side frame rail. No mirrors allowed.
- B. Seat must be mounted to frame and cage not to the floor pan. Bottom of seat can be no lower than the bottom of the frame rail.
- C. Driver must be completely sealed off from racetrack, driveline, engine, fuel cell, canisters and pumps.
- D. Accumulators cannot be mounted between driver and left side door bars.

Section 16: Electrical

- A. Battery operated ignitions only. Only one ignition box allowed. No more than one ignition coil permitted.
- B. No magnetos or crank triggered ignitions allowed. No adjustable ignition control boxes.
- C. No transmitting or listening devices in cars, except the required RACEceiver radio.
- D. No timing retard controls.
- E. No electronic monitoring computer devices capable of storing or transmitting information except tachometer.
- F. Only change allowed to ignition box is one high end rev-limited setting. This setting can be changed through one chip only, or an internal setting inside box.
- G. One 12-volt battery only, must be in a marine-type case securely mounted to frame or roll cage in a metal frame behind the seat or in trunk area.
- H. Car must be able to start under own power, without being pulled or pushed.

Section 17: IMCA Option

- A. Any car competing under the complete IMCA Stock Car rule package must weigh at least 2,950 pounds after race with driver.
- B. Complete rule package means "complete".

Section 18: IMCA Engine Options And Specifications

- A. All cars must clearly display on both front roof posts which carburetor/engine option they are competing with, 350 or 500. Must be contrasting in color from body, minimum 2-inches tall and display 350 or 500. Markers not acceptable.
- B. Any American make engine allowed. Steel heads, block and oil pan only. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W blocks. Castings and fittings cannot be changed, no machine work on outside of engine. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). Steel or aluminum water pumps allowed. No electric water pumps allowed. 'Wet' sump oiling system only. Accumulator allowed –cannot be located between seat and door bars.
- C. INTAKE: Unaltered, approved OEM cast iron low rise, two-or four-barrel. Only aftermarket aluminum intakes allowed are: Weind GM #7547, #7547-1; Ford #7515, #8023 or #7516; Chrysler #8022; Edlebrock GM #2701, #2716, Ford #7121m #7181, #7183; Chrysler #2176. No porting or milling allowed on any intake. Exception is OEM cast iron plenum webbing may be removed, maximum one inch down. Cooling lines allowed on aluminum intakes. Disqualification, loss of points, and \$250 fine if any unapproved alterations are found to intake.
- D. 350 cfm CARURETOR ENGINE: No cubic inch or compression limit. Flat tappet cam/lifters and stud-mounted rocker arms only. No shaft, offset or pedestal rocker arms. No titanium engine components. No stud girdles. No mushroom lifters, lift diameter and configuration must match OEM passenger block. Full roller rocker arms allowed.
- E. 500 cfm CARBURETOR ENGINE: Maximum 361 cubic inches (GM), 363 (Ford): 370 (Chrysler). GM approved block numbers are 10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, and 14101148. Stroke must match block. No 400 or larger cubic inch parts allowed. Cubic inch limit may be verified by removal of head. Violation of cubic inch limit will result in disqualification, loss of all Adams County Speedway points for the season, \$1,000 fine and 30-day suspension. Maximum compression ratio is 10.5 to 1, no tolerance.
Flat top or dished pistons only, no gas ported pistons. OEM or OEM appearing replacement steel crankshaft only –cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM cast appearing replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed. Cap screw allowed. No splayed main caps. Conventional flat tappet cam and lifters only, cannot alter lifter bores. Mandatory one inch inspection hole in all pans –no obstructions to crank and rods.
- F. CYLINDER HEADS: Steel only. Must be unaltered approved OEM and original minimum 76 cc combustion chamber (GM). Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3933454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum sized values on these heads are 2.02-inch intake 1.60 exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I. (EQ) Chrysler part number CH318B, World Products Fort part number 53030 –1.250 inch (+-.015 tolerance) maximum O. D. value springs. All SR heads must remain as produced, seat angles and valve sizes cannot be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ or World Products head, for any reason). No porting, polishing or unapproved alterations allowed to ANY cylinder head, disqualification and \$250 fine if illegal. (Exception is fitmilling allowed.) Guide plates, screw-in shouldered studs (0.375-inch max) and polylocks allowed. No stud girdles. Full roller rocker arms allowed. GM –1.250 inch (+-.015 tolerance) maximum O.D. valve springs, no beehive valve springs allowed. Unaltered OEM type harmonic balancer only.

- G. 350 cfm Engine Claim Rules: Refer to Adams County Speedway 2017 General Rules, Section 6: Claims.
- H. 350 carb engine option is claimable and 500 carb engine option is not claimable.