

## **R & J PROMOTIONS 2010 STOCK CAR RULES**

### **Car Bodies**

Full framed or unibody 1970 or newer U.S. manufactured full body rear wheel drive passenger car. The only cutting allowed will be for the placement of the roll cage and for tire clearance. Steel rub rails may be attached to the body from fender well to fender well and on the rear quarter panel flush with the body. Steel or lexan rub rails shall be no bigger than 1 (one) inch by 2 (two) inches. All windows in body shall remain open. Opera windows may have lexan for appearance. A minimum of three windshield bars in front of driver shall be installed (No Leniency). A sun visor may be added to top of windshield opening (maximum seven-inch metal). Stock appearing plastic nose and tailpieces may be used. No spoilers or hood scoops will be allowed. The hood must separate from the fenders. There shall be no one-piece or tilt front ends. Cutting of firewall will not be allowed except to accommodate for roll cage clearance. All holes in front and rear firewalls shall be covered with metal. Aluminum hoods will be allowed. Dash must be flat except for cowl in front of driver. Dash is not to extend more than 24 inches back from center of lower windshield opening. No other interior tinning is allowed. All glass shall be removed. No mirrors are allowed. The trunk lid shall not be gutted. The trunk lid shall remain the original size. All R & J Promotions cars should be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on sides of car should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.

No car will be allowed to compete with excessive body damage (excessive body damage to be determined by track officials). The front bumper shall be mounted frame-end to frame-end. Bumpers must be used both front and rear and must contain no sharp edges. Any car with an inappropriate bumper will be disqualified. R & J Promotions reserves the right, not allow any advertising, in the public image of the sport, sponsorship or similar agreement in connection with any event. All cars must be neat appearing and are subject to approval of track officials to compete.

### **Roll Cages**

Roll cages shall be constructed of 0.095" inch tubing, at least 1.75" inch diameter for main cage and door bars. Offset cages shall not be allowed. A four-post roll cage must be used, front and rear hoop shall be welded to the OEM frame. Rear hoop must have an "x" brace, front down bars must be tied together. There must be a minimum of 40 inches between front and rear down bars at the top of the door panel. There shall be no more than 41 inches (48 inches for 1988-1996 GM bodies) from top center of windshield to the front edge of the rear hoop. There shall be more than 13 inches (1988-1996 GM bodies) to the front edge of the front hoop and the top halo must be no less than 40 inches across outside to outside. The rear kickers and the front hoop must be constructed with a minimum of 1.25 inch tubing, with a 0.083-inch wall thickness. Three horizontal door bars on both sides are mandatory. There shall be minimum of four uprights tied from the frame to the top door bar on the driver's side, and three on passenger's side of the stockcar. Two bars in front of the radiator, behind the bumper, within confines of body, no wider than stock frame horns will be allowed for protection. You may tie the front horns together. All bars, front and rear, must be inside the body of the stockcar. One cross bar in tip halo of roll cage shall be installed (no leniency). Steel doorplates constructed of 18 gauge or .049-inch minimum thickness metal shall be securely welded to the outside of the door bars on the driver's side of the stockcar. The plate must cover the area from the door bar to the rocker panel and from the rear down post to six inches in front of the seat. Doorplates shall be visible for inspection. Two tow hooks shall be installed on the front of the stockcar and the rear of the stockcar. The drivers head must not protrude outside the roll cage with their helmet on. Foot protection bar is required.

### **Battery**

The battery shall be securely mounted and shielded. Only one 12-volt battery shall be allowed. The battery shall be in a marine type case and mounted in the trunk area.

### **Wheels**

All wheels shall be fifteen (15) inches in diameter and eight (8) inches in width. No stickers required. Wheels must be reinforced steel only. A bead lock or locking device may be used on the right rear wheel

only. The bead lock may be mounted on the outside of the wheel as long as it does not add over  $\frac{3}{4}$  inch to the wheel width. Bead lock may only be constructed of steel. Homemade mud caps/wheel covers shall not be allowed. A spacer or an adaptor, or an offset wheel, or the combination of the two will be allowed, but shall not exceed two inches total offset per wheel. Welding of three tabs, no more than two inches long, on wheel for mounting of a mud cap shall be allowed. Bleeder valves are NOT allowed.

### **Tires**

American Racer G60 or KK704 Hoosier G60-15 stamped or non-stamped tires will be legal. If using the non-stamped tire it must be the asphalt tire. No dirt tires will be allowed. Softening of tires will not be allowed. Recaps shall not be allowed. Buffing, grooving, siping or grinding will be allowed within the tread width.

### **Frame**

No Camaros, Firebirds or Mustang frames shall be allowed. The wheelbase shall be a minimum of 107.5 inches on both sides. There shall be no more than one-inch difference from side to side. A GM unibody's shall be a minimum of 107.5 inches. The stock frame must match the floor pan and the firewall for GM cars, year-to-year and make-to-make. (Steel OEM bodies only). 1980 or newer Ford unibodies may be replaced with Ford full frames (Note: may be shortened to 107.5 inch minimum). Frames and cross members may not be altered in any way for engine placement. The rear of the frame behind the rear tires, from a point no further forward than one inch behind the factory seam, may be replaced in stock location with two-inch by three-inch steel tubing with .095-inch wall thickness. The factory seam must remain visible. If OEM material is replaced it must be replaced with the same length of material that was removed. The motor must be in stock location. Metric frames and Ford frames must have the back of the fuel pump in front of the cross member. The cross member may not be altered in anyway. Frames may have an "X" brace installed. Titanium products, parts or components shall not be allowed anywhere on the stockcar. Air bags are not allowed.

### **Brakes**

Brakes shall be operational on all four wheels and must lock up all four wheels during inspection. A caliper and rotor shall be installed on all four wheels. Electronic brake actuators shall not be permitted. Brakes shall be approved OEM. Brakes shall be operative four-wheel drum or disc brake combination. Brake lines must be outside the frame rails and shall be visible. Rotors shall be only vented rotors, no scalloped rotors will be allowed. Rotors shall not be lightened. Floating brakes shall not be allowed. Brake shut-off or pressure sensitive devices shall not be allowed. One proportioning device will be allowed, front to rear only.

### **Fuel Cell**

No boat or stock automotive fuel tanks will be allowed. A racing fuel cell shall be securely fastened inside the trunk of the stockcar, and shall be mounted by at least two 1/8-inch solid steel straps, two inches wide around the cell and above the level of the stock trunk floor. Fuel cells shall be in a steel container. A firewall shall be between the driver and the fuel cell. All fuel cell mounts shall be constructed of steel and attached to the frame or the cage. No adjustable fuel cell mounts will be allowed. Fuel cell vents shall have a check valve. Fuel lines through driver compartment must be incased in a metal pipe or metal conduit. Fuel filters shall not be installed in the driver's compartment. One standard fuel filter shall be allowed between the fuel cell and the carburetor. Cool cans shall not be allowed. A carburetor adaptor plate or spacer may be used, one inch maximum. (Note: carburetor may be exchanged, following same procedures as engine. Engine or carburetor, but not both, may be claimed by eligible driver on any given night).

### **Fuel/Fuel Pump**

Fuel shall be gas only. No alcohol, no performance enhancing additives. The penalty for illegal fuel is loss of points and purse money for the night. The fuel shall not be blended with ethers or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitro containing compounds. Electric fuel pumps shall not be allowed. Fuel pump shall be mechanical pushrod type only.

### **Exhaust System/Mufflers**

Must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from any area of possible fuel spillage. The use of a muffler is optional. 180-degree headers and 'zoomies' shall not be allowed. The exhaust pipes must extend to and connect with one collector at least four inches long. Dual exhaust must remain, no crossover or 'Y' pipes will be allowed. Exhaust through body panel or fenders shall not be allowed. No over-the-top-headers. Mufflers are optional.

### **Weights**

Loose objects and/or weights must not be used inside the driver's compartment or outside of the body or hood area. Any weights added to other areas of vehicle must be securely mounted and shall be painted white. Weights shall have the car number on them and be attached with at least two (2) ½ inch bolts. No weights may be attached to the rear bumper.

### **Computers**

No computers allowed on car, including, but not limited to, electronic traction devices. Any driver caught with traction control is subject to a \$5,000 fine and a two-year suspension from all R & J Promotions point events. No transmitting or listening devices allowed in car. No radios.

### **Carburetors**

One two (2) barrel carburetor properly installed will be permitted. Must be naturally aspirated. No fuel injection. Motorcraft, Rochester, or Holley carburetors may be used. Butterflies shall be a maximum of 1 ¾ ". Carburetors must have original boosters, but may be drilled. Predator carburetors shall not be allowed.

All Carburetors may be claimed for \$250.00 or \$100 exchange. \$250 cash or \$100 exchange. Claimed driver has option of accepting cash, or exchanging Carburetor with claiming driver.

### **Drive Shaft**

A loop around the drive shaft is required and must be constructed of a least ¼ " inch by two (2) inch solid steel and shall be mounted no more than six (6) inches from the front of the drive shaft tube. Two drive shaft loops of ¼ inch by one (1) inch solid steel fastened to the cross member of the car is an allowable alternative. The drive shaft must be painted white. The drive shaft may only be constructed of steel. The diameter the steel drive shaft shall be a minimum 2-inch and must be painted white. Steel drive shafts and yokes only.

### **Transmission**

The transmission must have at least one gear forward and one gear reverse, plus a neutral position. With the motor running and the car in a still position the driver must be able to engage the car in gear and move backward. Only OEM production type transmission will be allowed-three speed, four speed and automatic. No five speed transmissions in 'in and out' boxes, or quick change devices will be allowed. Functioning shifter must be in stock location on transmission. The flywheel must be bolted directly to the end of the crankshaft, and the pressure plate must be bolted directly to the flywheel. There shall be only one flywheel, and all driveline components in the bell housing must rotate while the car is in any gear. All manual gear-type transmissions must remain in OEM stock appearing automatic case with a functioning stock appearing pump. Original bell housing must remain. An approved scatter shield or blanket shall be used. Scatter shield may be constructed of .25-inch by three-inch steel, 270 degrees around flex plate or flywheel. Bert and Brinn transmissions shall not be allowed. They are not legal. Unaltered flex plate must be full, OEM or OEM replacement.

### **Rear End**

Any approved OEM passenger car type or truck rear end shall be permitted. The rear suspension must match the frame, stock components only. No pan hard bars allowed. No aluminum allowed. Aluminum will be allowed for use for lowering blocks, axle cap, and drive flange. A one-inch inspection hole in the center section is recommended. Full steel spool, steel mini-spool or welded rear ends only. Steel axles only. No quick-change devices allowed. Cambered rear ends shall not be allowed. Only one-piece drive flange shall be allowed. No electronic or mechanical traction control device allowed.

## **Steering**

Steering must be OEM. No rack and pinion allowed. Must remain within original bolt pattern for type of frame used. In cockpit, steering may be modified to suit driver, but must remain on left side of cockpit. No center steering. A collapsible steering. Suspension - No aluminum or titanium! A magnet must stick to all components. Weight jacks are optional, no devices will be allowed that would enable driver adjustment to alter wheelbase of for weight jacking while car is in competition. The front suspension and steering must be unaltered approved OEM in stock location, and must be replaceable by stock part. Stock passenger car spindles only, no fabricated spindles. Bottom A-frames cannot be altered or moved. Lower A-frames and spindles must match frame. Upper tubular A-frames 8"RF-8-1/2" LF and must carry the stock appearance and mount in the stock location. No offset or bearing type lower control arm bushings. Suspension, steering, and rear-end parts must be steel. No titanium products allowed anywhere on racecar. No gun-drilled, tubular or hollow bolts or studs anywhere on racecar.

## **Engine - ALL STOCK CARS MUST BE A MINIMUM OF 3,000 LBS – NO EXCEPTIONS**

### **OPTION 1 – CRATE ENGINE – NO ENGINE CLAIM ALLOWED**

GM Performance Parts (GPP) factory sealed racing engine (Part No. 88958604): 400 – horsepower, 350 – cubic inch engine based on the popular Fast Burn 385 – horsepower street crate engine, but includes a racing only 8 – quart circle track oil pan, with dual kick out design, along with a valve cover breather kit and special “kool nut” rocker arm design. The assembly also includes an open-plenum high-rise intake manifold, 1.5:1 ratio aluminum roller rockers, forged steel crankshaft, hypereutectic pistons and 23-degree Fast Burn aluminum heads, Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved GPP break off bolts. Any altered, damaged or missing GPP break-off bolts will result in driver being disqualified from that event, a \$1000 fine and a one year suspension from all event. May utilize one (1) Holley 4 – barrel carburetor. Use of a spacer between carburetor and intake is optional, but must be no more than one (1) inch thick if used and may not be throttle bore adjustable. Carburetors shall be subject to claim, as outlined in Claim Procedures.

### **OPTION 2 – SPEC ENGINE – NO ENGINE CLAIM ALLOWED**

Chevrolet engines must utilize World Products Sportsman 11 cast iron SBC cylinder heads (Part No. 011150). Ford engines must utilize World Products Windsor cast iron SBF cylinder heads (Part No. 053040). The following aftermarket intake manifolds are allowed: Edelbrock Performer (Part No. 2101); Edelbrock Victor Jr. Sportsman 2V (Part No. 2901); Weiand X-CELerator (Part No. 7547-1, 7515, 7516, 7545, or 8023); Edelbrock GM (2701 or 2716), Ford (7181 or 7183) or Chrysler (2915). Only unaltered (no porting, or Polishing) on aftermarket aluminum intakes permitted. Bowtie and / or Dart blocks are not allowed. Porting or polishing of any kind is not allowed, except on OEM cast iron intakes. All other Standard Engine rules apply.

### **OPTION 3 – STANDARD ENGINE**

Must be stock appearing. Absolutely no changes allowed. Must be stock firing order for that make and model (GM to GM, Ford to Ford, etc.). All engines used in competition must be able to be used in conventional passenger cars without alteration. Motor mounts may not be removed or altered on engine block. Casting and fittings may not be changed. Machine work on outside of engine or on front or rear of camshaft is not allowed. Roller rocker arms are permitted. Roller cams are not allowed. Aluminum heads and / or blocks are not allowed. Cast iron intake is mandatory . Bowtie or high-rise intakes are allowed. The Weiand X-CELerator (Part No. 7547-1, 7515, 7516, 7545 or 8023) is the only aluminum intake permitted. The World Products Motown SBC single plane intake manifold (Part No. 061040) is permitted. Edelbrock GM (2701 or 2716), Ford (7181 or 7183) or Chrysler (2915) is permitted. Only unaltered (no porting, or polishing) on aftermarket aluminum intakes permitted, Starter must bolt in stock location. No limit on engine cubic inches, but must run GM with GM, Ford with Ford, etc.

### **Ignition**

No magnetos or crank triggered ignitions. No more than one coil may be used. A kill switch is required to be installed within easy reach of the driver. The kill switch must be clearly marked "off" and "on" (No leniency). Racing seats are mandatory, but must be factory manufactured and acceptable to R & J Promotions or track officials. Absolutely no homemade aluminum, plastic or fiberglass seats allowed. Seat must be properly installed and the seat back cannot be moved back further than rear edge of quarter post. High back aluminum seats only.

### **Shocks**

Racing shocks shall be permitted. Only one shock per wheel is allowed. Front shocks must be mounted to 'A' frame. Rear shocks must be mounted, within two inches of center, to lower control arm bracket on rear end. No sliding shock mounts are allowed. No coil-over eliminators are allowed. Air, Remote Reservoir shocks or Schrader valves. A \$50 claim on any shock on a car. One or all shocks may be claimed. Driver cannot claim shocks and engine in the same event. Refusal to sell shocks will result in loss of track points and purse money for that event.

### **Springs**

One steel springs per wheel only. All coil springs must be a minimum of 4.5 inches O.D. and non-progressive.

### **Claim Procedures**

All engine claims will be \$550 or \$100 exchange. \$550 cash, or \$100 and exchange, claim on engine, flywheel and balancing plates (\$25 of this goes to wrecker for pulling each engine). Claimed driver has option of accepting cash, or exchanging engines with claiming driver. Claim does not include clutch, pressure plate, bell housing, headers, carburetor, starter, motor mounts oil/temp sending units, carburetor spacer, fan and pulleys, clutch ball, clutch arm, throw out bearing, dip stick, water pump, fuel pump, rod and plate, distributor, plug wires, water outlet and restrictor, and breathers. First five finishers must report directly to claim area and are subject to engine claim by any other driver finishing sixth on back in feature. Any driver lapped by the leader is not eligible to claim. Driver allowed one claim only per event, regardless of the outcome of that claim. Driver making claim must drive his/her racecar immediately after finish of feature, under its own power, directly to the claim area. ONLY drivers and officials are allowed in the claim area. Any car with crew members or any other persons associated with car entering the claim area will be immediately disqualified and subject to fine and/or suspension. Claims must be made with five (5) minutes of end of feature race. Claims must be made to track official and \$550 cash and declaration of intention to claim. Only the driver may claim an engine and only the driver may agree to sell or refuse to sell an engine. The first sell statement by driver shall be binding. Refusal to sell or exchange will result in forfeit of all cash and contingency winnings for the event and a fine of \$750. After first refusal to sell or exchange if \$750 fine is paid, they may resume racing at next scheduled event. A second refusal to sell or exchange by any driver forfeits his/her right to make a claim in any R & J Promotions event for a period of (1) year following refusal, plus all R & J Promotions events, PLUS a fine of \$1,000. All claimed engines must be removed at the track within 1 hour. Any sabotage of claimed engine or engine of buyer will result in driver being suspended for a period of two consecutive race nights and a fine of \$1,000, as well as the right to make a claim for a period of one (1) year. No driver may claim or exchange more than two (2) engines during the R & J Promotions season. Drivers must have raced the three (3) previous events prior to the one in which he or she is claiming. R & J Promotions officials have the right to reject any claim at their discretion. Carburetors and shocks may be claimed two (2) times per season. For carburetor claims, driver being claimed may opt for \$100 and exchange with driver making claim.

### **Safety Requirements**

Rules apply at all times the car is on the track Snell-rated SA2000 or SA2005 helmet required. Helmets should accompany vehicle at time of inspection. Helmet and complete one-piece or two-piece fire suits of a flame retardant nature must be worn by all competitors at all times the car is on the track, including packing, warm ups, hot laps and races. Fire resistant gloves and shoes are mandatory. Five (5) point safety belts, sub belt and shoulder harness required. (3" minimum wide). No factory type shoulder belts or straps

allowed. Metal to metal buckles are required on shoulder and seat belts. The shoulder harness should be mounted securely to the roll cage. Seat belts and shoulder harness recommended not to be more than one (1) year old. A full-size window net 16"x 20" mesh or ribbon type mounted in the left side driver's window are required. Window net mounts must be welded to the roll cage. All bars around driver must have roll bar padding. A quick release metal coupling on steering wheel mandatory. Absolutely no plastic couplings allowed. Fire resistant safety neck collars are mandatory. Failure to do so is disqualification. It is recommended that each car have built-in fire extinguishing equipment, but cannot be of the dry powder type (must be Halon 1211 or equivalent). All entrants should have in their pit area as part of their equipment, at all times, a fully charged dry chemical, Halon, or its equivalent, fire extinguisher. Ten (10) or thirteen (13) pound fire extinguishers recommended. Everyone must wear the required helmet, drivers suit and five point safety harness whenever in a race car, including packing, warm ups, hot laps and races. Decisions of R & J Promotions officials are final and binding without exception.

**These rules have been set by R & J Promotions office and can be changed or amended without notice. All drivers will be told of any changes. Any change will be announced at the drivers meeting.**