

RaceCeivers MANDATORY AT ALL TIMES and is a POST TECH ITEM

DEFINITION OF "STOCK" OR "OEM"

In the following rules stock, stock OEM or OEM will mean that a part or dimension must be from a standard production vehicle. "OEM" is the abbreviation for original equipment manufacturer. If parts are to be stock, stock OEM or OEM then they can not be GM Performance, Bow-tie, Ford Motorsports, SVO, Direct Connection such as Performance Catalogues, Marine, Mail Order or any special Off-Road or Racing Performance Parts. No carbon fiber parts anywhere on the car. Absolutely no removal, alteration or covering of casting numbers, manufacturer's name, logos, insignias, etc. from any item on the car. To do so will make that part illegal and it will be treated as such.

MODELS:

1. 1974 or later American mfg. stock production sedan with steel top. No front wheel drive.

BODIES:

1. Must be mfg. stock for year model used. Fenders, doors and rear quarter panels may be interchanged with similar models as long as end result looks stock and does not effect the size or weight of vehicle.
Any fabricated body part must be 22-gauge steel or aluminum and appear stock as per track official.
Stock Steel roofs only. Stock appearing bodies will be strictly enforced.
2. Interior sheet metal may be removed. The dash and package tray may be replaced with sheet metal.
No enclosed driver compartment, no interior sheet metal, subject to technical inspection.
A.) Rear trunk floor and outer portion of inner fender panels may be removed.
B.) All body parts must look stock as per track officials.
3. The hood must be complete with no cutouts for the air cleaner. Air cleaner must remain completely under hood. Hood and deck lid must have approved quick pull positive hold pins.
Rear deck lids (trunk) must slope down ward towards the rear of the car as per track officials. NO FLAT REAR DECK LIDS.
4. No fiberglass or plastic fenders, hoods, trunk lids or quarter panels may be utilized.
5. Engine to driver's compartment must be completely sealed. Driver to trunk area must be completely sealed.
6. No spoilers front or rear allowed.
7. Complete stock floor pan mandatory. Must run full stock interior floor pan, turn up to turn up. Fabricated firewall allowed from top of transmission tunnel up. Minimum 20 gauge steel firewall material and one piece sealed firewall, master cylinder stock location. Pedal assemblies in stock location.
8. No glass windshields allowed. The complete windshield area must be covered with wire mesh with minimum 1/4" openings or maximum of 1" openings. Must have center support.
9. Number must be on both sides of car located on door. Must also have number located on roof and on front of car located in approximate headlight area and taillight area. Minimum number size is 20". Number lines must be a minimum of 4" and in contrasting color to the body of car.
10. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Strict enforcement on secure mounting. No zip ties or pop riveting. Hard mount only.

11. No mirrors of any kind allowed.
12. No radios allowed.
13. Appearance of car must be kept up to track standards. This will be strictly enforced.

ENGINE:

1. ENGINE BLOCKS: Stock OEM engine blocks only. No aluminum. 360 cubic inch max. Decking allowed. Studded main caps allowed. Must have stock casting numbers on block. Blocks must not altered in any way so that it could not be used in a street legal production car.
2. CRANKS: Stock OEM cast, large journal, 3.48 stroke crank or Scat series 9000 stock replacement allowed. This is a no touch crank. No knifing, no lighting. No offset grinding. No stroking. No destroking. No after market cranks of any kind. No steel cranks allowed. No lightweight cranks allowed. Crank is to remain stock and will be teched.
3. PISTONS: Any flat top piston allowed. No lighting of any kind. No domed pistons allowed. Pistons are no touch.
4. RODS: Stock OEM 5.7, or Scat 5.7 stock replacement, large journal rod allowed. No 6" rods allowed. No aluminum, no lighting of any kind. Floater rod pins OK. Cap screws allowed. Heavy rod bolts OK. Shot peened OK. No polishing. Rods are no touch.
5. HEADS: Stock OEM 1.94 intake (max.) 1.6 exhaust (max.) allowed. No vortex, no fuel injection or aluminum allowed. IMCA approved heads allowed. No port matching, no pocket porting or blending. No angle plug heads. Stock appearing stamped steel rockers only. No alloy, roller tip or chromolly allowed. No rollers. Screw in studs OK. Large valve springs OK. Guide plates OK. No titanium.
6. CAMSHAFT: .465 lift (max.) intake and exhaust. Any solid or hydraulic cam and lifters allowed. No gear drives. No roller camshafts allowed.
7. INTAKE & CARB: This is a no touch intake rule. May run one of the following intakes: Stock OEM two barrel intake, Edelbrock Torker II, Edelbrock Performer Chevy part #2701 Ford part #71221. No modification of any kind allowed. No restrictor plate required. Carburetor spacer must not exceed 1" max. One Holley #4412 carb allowed. This is a no touch carb. May remove choke plate and change jetting. Gasoline only. No alcohol.
8. Engine must pump 180 lbs compression or less at all times.
9. Exhaust pipes must extend to the rear of the driver and point to the outside of the car. Stock exhaust only. No high performance manifolds or headers allowed. No cast iron headers. No Brzezinski manifolds may be utilized. No modification of any kind allowed to exhaust manifolds. Mufflers mandatory. Maximum dB reading 95 decibels at 100 feet. Mufflers and tail pipes must be mounted below or underneath stock floor pan. No part of the exhaust system is allowed inside the driver's compartment. No center dump exhaust allowed.
10. Distributors must be stock point or HEI stock. No racing modules or coils allowed. No MSD or Mallory modules allowed. MSD or Mallory wires OK. MSD 8727CT soft touch box allowed.
11. All cars must be equipped with one working starter mounted in stock location.
12. No electric fuel pumps allowed. Gasoline fuel only. No water mix fuel. Fuel cells mandatory. Fuel tank must be retained by minimum of four (4) straps; two (2) crossways, two (2) lengthwise.
13. Automatic stock transmission or manual factory transmission allowed. Must be equipped with one stock working torque converter only, 11 inch diameter minimum width. No stall converter. Manual transmission must use 10" stock clutch, must match OEM and must have all working gears at all times.

FULL CONTAINMENT STEEL SKATTER SHIELD MANDATORY WITH MANUAL TRANSMISSION.

14. No air forced boxes allowed.

15. INSPECTION HOLE: Mandatory one inch inspection hole all pans, no obstruction to crank and rods. No gasket reimbursement will be provided if motor disassemble is required for inspection because of no inspection hole.

16. ONE 12 VOLT BATTERY ONLY AT ALL TIMES.

CRATE ENGINE OPTION: Must use unaltered sealed GM #88958602 or #19258602 crate engine. Upon inspection, any different, altered or missing OEM GM seal bolts will result in disqualification and subject to fine and or suspension. May use 4-barrel carburetor on crate motors only. 12 Volt ignition system only. All crate engines MUST only use rev box with 6,200 chip at all times. All components must be out of reach of driver, but with rev-control easily accessible facing up or out for inspection. All wiring must be visible for inspection.

ROLLBARS:

1. A full perimeter roll cage is required. No offset cage allowed. There must be a minimum of four (4) driver side bars in the left door area. Two (2) bars must extend from the top of roll cage to the rear of the frame rails. One (1) bar must extend from the left side to right side of rear roll cage at floor pan level for seat belt attachment. One (1) diagonal bar is required across the rear of roll cage from top to bottom. One (1) bar must be installed from left side of roll bar to center part of cross bar at shoulder level for shoulder harness attachment. Additional roll bars may be added. Where roll bars are attached to the floor pan, must have steel mounting plates under and over floor pan. Plates must be a minimum of 4" x 6" x .125 steel. Single pipe front loop may be installed at radiator top tank level. Radiator protection bar and supports may be added. Subject to technical inspection and approval. All radiator protection bars must be behind the bumper and under front nose piece. All main cage roll bar material must be a minimum of 1 3/4" .090" wall steel tubing or black iron pipe with a minimum of 1 1/4" ID schedule 40. No galvanized pipe. Maximum, pipe diameter 2". No thread pipe fittings allowed. All roll cage welds must have a minimum 2" x 11/2" x 11/2" x .125" steel gussets. All roll bar structure exposed to the driver must be padded with approved padding. Roll bar construction and installation is subject to inspection and approval. No offset roll cages. S.M.P. highly suggests 1/8" plates on left side door bars.

2. Racing seat mandatory. Seat must have complete cage frame support fabricated to the roll bar assembly. No fiberglass seats.

3. A five (5) point safety harness, with quick release mandatory with a 3" wide lap belt, 3" shoulder belts and a 2" submarine. All belts must be attached to roll cage.

4. All seat belts must have date of manufacturer and must be within 3 years of the present date. It is for your safety.

FRAME AND SUSPENSION:

1. Frame must be stock only. No reinforcing or modifying allowed.

2. Wheel base Minimum allowable 108 inches. Wheelbase must match measurable wheelbase for car utilized +/- 1 inch.

3. Frames, front and rear sub frames must be stock for year, make and model of car utilized. No cutting, sectioning or redesign of any frame or sub frame to change the stock location of any suspension component or engine placement. Frame cannot be notched for fuel pump.

4. All components and parts must be stock. No reinforcing. No weight jack devices of any kind allowed. Fixed spring buckets allowed in front only. Racing springs allowed (AFCO and etc.). Camaro/Nova steel multi leaf springs only allowed.

5. No adjustable spring hangers allowed. Replacement hangers must be stock length for year, make and model of car utilized. No fabricated spring hangers.

6. Fixed lowering blocks. One adjustable allowed

7. Front and rear sway bars not allowed.

8. Any crash damage repair must locate the suspension components in their original positions with a minimum of reinforcement. All repairs subject to S.M.P. inspection and approval. Front leaf spring mounts must be stock and in the stock location. Fabricated mounts are not allowed.
9. Stock LOWER "A" arms only. No aftermarket LOWER "A" arms allowed. "A" arms may not be lengthened, shortened or modified in any way. AFTERMARKET UPPER STEEL TUBULAR "A" ARMS ALLOWED. STEEL OR ALUMINUM CROSS SHAFT ALLOWED. TUBULAR A- ARMS MUST BE STOCK LENGTH FOR THE VEHICLE YEAR AND MODEL AND MUST NOT BE LONGER THEN 1/2" LENGTH OF EACH OTHER ON RIGHT TO LEFT. NO HELM JOINTS OR BEARINGS ALLOWED ON A-ARMS. STOCK BOLT IN BALL JOINTS ONLY. NO SCREW IN, ADJUSTABLE OR REBUILDABLE BALL JOINTS TOP OR BOTTOM ALLOWED. Ball joint location must be stock. "A" arm towers cannot be moved for any reason.
10. No after market front spindles or brake rotors allowed. No modifications to spindles or rotors allowed.
11. All shocks must be stock body type and must be mounted in stock location to stock mounts. No coil over, coil boosted, air shocks. Stock mounting racing shocks allowed. No adjustable or rebuildable shocks allowed of any kind. No Himes shocks allowed. Shock body, stroke and extended length must match both sides. All shocks must be completely collapsible at any time.
12. Bumpers can be stock mfg or fabricated tube front & rear. Fabricated front must be turned backed and capped, must fit under nose piece. Aluminum bumper O.K. Front and rear bumpers must be mounted at approximately stock height and location. Bumper height measured from ground to centerline of bumper must be a minimum of 16" and a maximum of 20". Bumpers must not be narrowed. Bumpers must have a 90-degree turn on each side extending back a minimum of 4" from front of car on front bumper. Must extend 4" forward from rear bumper. Bumpers must not have sharp corners or ends. Front and rear bumpers must have metal plates covering full width of bumper securing ends of bumpers to the quarter panels. Front and rear bumpers must have safety chains mounted to the frames. Bumpers are subject to tech approval, call for clarification. Bumpers cannot stick out passed bodies. No exceptions, it will be fixed.
13. Rear axle assembly, Ford or Chrysler one-piece rear ends allowed. Ford 9" allowed. Floater rear ends are optional. One piece rotors only, weld on caliper mounts OK. Solid steel axles only. All rear end parts must be steel, no aluminum housings, no aluminum spools, no Detroit lockers, no Gold Tracks, no traction control devices of any kind.
14. Drivelines must have two (2) retaining straps, one (1) near the front and one (1) near the back. May be made of chain or metal strap. Drivelines must be painted white. No aluminum or carbon fiber drivelines allowed.
15. Complete OEM 4 wheel brakes in good working order required. No turning brakes of any kind allowed. All 4 wheel brakes must work at all times. No dual racing type master cylinders or balance bars allowed. Unaltered OEM working master cylinders must be mounted in OEM location. Unaltered OEM brake pedal assembly and mount only. Must be mounted in OEM location and unaltered, No exceptions. No RF shut offs allowed.
16. ALL REAR COIL SUSPENSION TYPE CARS MUST REMAIN STOCK AT ALL TIMES. ALL TRAILING ARMS, BUSHINGS, MOUNTS AND MOUNTING LOCATIONS MUST REMAIN STOCK AND NON-ADJUSTABLE AT ALL TIMES. MOUNTING LOCATION ON REAR ENDS CANNOT BE ADJUSTABLE OR ALTERED IN ANY WAY. REAR SUSPENSION MUST REMAIN STOCK AS IT WAS FROM FACTORY. NO EXCEPTIONS. BOTH LOWER ARMS MUST BE IN SAME POSITION BELOW REAR END.

TIRES AND WHEELS:

1. 8 inch steel wheels only. G-60 IMCA stamped tires OK. Right rear beadlock only with 20psi minimum at all times.
2. Wheel spacers and offsets allowed.

WEIGHT:

1. Minimum weight 3200 lbs. With driver at anytime. All ballast weight added to the car must be mounted in a safe and secure manner. All ballast weight must be painted white and must have car number stamped on each weight. All weight must be mounted with a minimum of two (2) 5/8" grade 8 bolts or two (2) weight mounts. Each block of weight must have 2 clamps – disqualifying offense.
2. Any ballast weight dropped on the racetrack at any time is an automatic disqualification for the remainder of that race.

FUEL SYSTEMS:

1. Gasoline only. No alcohol or boosters of any kind allowed.
2. All fuel lines in the cockpit must be sleeved with steel tubing.
3. Fuel cells are mandatory. Roll over check valves on fuel cell vents required.
4. All fuel cell filler caps will have a safety chain connected to the car.
5. No cool can allowed.

MISCELLANEOUS:

IMPORTANT NOTICE Any part within view is subject to tech at anytime.

1. No radios allowed.
2. Santa Maria Speedway recommends a minimum 2 lbs. dry-chemical fire extinguisher be mounted in driver's compartment, be accessible to the driver, have quick release mount and not be taped or plastic tied in. Mandatory by all teams to have minimum one 2 lbs. dry-chemical fire extinguisher be in all pits at all times.
3. Safety helmet must meet Snell 95 testing standards, bear proper identification, and have no signs of previous damage. No open face helmets allowed. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Recommended: Fire retardant head sock and underwear.
4. Neck brace required at all times.
5. Equipment will not be considered "legal" simply because it went through inspection unobserved or because a rule has not been written against it.
6. MUST RUN AMB TRANSPONDER MOUNTED ON THE RIGHT SIDE OF THE CAR AT THE FIREWALL.
7. Officials reserve the right to confiscate and hold any parts and/or equipment not conforming to S.M.P. rules.
8. Black 6" minimum, windshield visor required

IMPORTANT NOTE:

To simplify the rules in this division, with the exceptions of the above modifications required, the cars in this division must be stock as the day they were manufactured. All Cars must conform to Santa Maria Speedway Rules. In the event an issue is raised that is not covered by the rules, Santa Maria Speedway reserves the right to be the final arbitrator as to the letter, intent and spirit of the rules.