

2010 Stock Car (Factory Stock) Rules

GENERAL RULES AND PROCEDURES

1. The rules and/or regulations set forth herein do not express or imply warranty of safety from publication of or compliance with these rules and/or regulations; they are intended as a guide for the conduct of the sport and are in no way a guarantee against injury.
2. Hartford Motor Speedway may at anytime make amendments to the rules set forth.
3. Hartford Motor Speedway officials shall have full authority over events. At the discretion of Hartford Speedway officials, any competitor may be penalized for rule violations, hazardous actions or assaults/threats against any official.
4. Any car may not compete without inspector approval. All Hartford Motor Speedway race cars are subject to inspection by Hartford Motor Speedway officials at any time.
5. The uses of pit boards or colored flashlights are prohibited.
6. No radios or mirrors are allowed

2010 Stock Car Rules

CHASSIS

1. American made cars with stock wheelbase of 107 inches or more.
2. Full Frame Cars only are allowed. Stock O.E.M. Frames only. (No Firebirds or Camaros)
3. No altering of stock frame except to repair rusted rear frame rails. Rear frame may be replaced from rear shock mounts back.
4. May put X in frame.
5. Drive Shaft loops are required within 12 inches of front U-joint. No aluminum drive shafts.
6. All cars must weigh a minimum of 3000 LBS with driver.

SAFETY

1. A competition-type 4 point roll cage is required and must be constructed with tubing that is a minimum of one and one-half inches in diameter, with a minimum of .095 wall thickness. A minimum of three horizontal door bars is required in the driver's door (four bars highly recommended). A minimum of three horizontal door bars is recommended for the passenger's side of the car. Three driver protection bars are required in the windshield ahead of the driver. You may run front and rear bars through the firewall, with 1 kicker bar to the frame. A radiator protection bar is optional.
2. A competition-type racing seat is required. A full containment aluminum seat is highly recommended.(no fiberglass seats allowed)
3. **DRIVER HARNESS:** Five point, three inch wide racing harness is mandatory. It is VERY STRONGLY RECOMMENDED that the belts are SFI approved and no more than two (2) years old from date of manufacturing.
4. An approved, Snell SA 2000 or a Snell 2005 helmet(Snell sticker must be in helmet) is required.
5. An approved complete racing fire suit and fireproof gloves is required. Fireproof shoes, and neck collar are highly recommended. Also, a driver's side window net is required.

6. All batteries that are mounted inside the driver's compartment must be completely enclosed in a marine-type box with a lid, and mounted securely.
7. All weights must be securely mounted with two half inch bolts and be painted white with the car number clearly marked. All weights must be mounted under the body of the car.
8. Drive shafts must be painted white and must remain white all season.
9. Head and neck restraint system is strongly encouraged.
10. Fire extinguisher in drivers compartment required.
11. Fuel line from trunk to the engine compartment must be steel or steel braided.
12. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required.
13. Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON".

BODY

1. All glass, chrome, and upholstery must be removed.
2. Top may be removed to install the roll cage, but the top must be replaced in the stock location.
3. Front OEM firewall may be replaced using steel fabricated firewall, 18 gauge or minimum 0.049 inch thickness. Top of firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Bottom of firewall can be no further back than rear of oval body mount frame hole. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge or minimum 0.049 inch thickness, securely welded to frame. Floor pan may be replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be no higher or lower than frame rail. Exception is maximum 8-inch tall driveshaft tunnel. Tunnel must remain similar to OEM tunnel in size. No cockpits, interior must remain open. Rear firewall must be steel and may be located no further forward than rear halo supports and no higher than bottom of rear opera windows. All holes in firewalls must be covered with metal.
4. Trunk area may be cut to allow for mandatory fuel cell.
5. The fuel cell must be a steel container with two inch by 1/8 inch steel strap on each side to securely mount the fuel cell.
6. Body must be mounted in stock location. No exposed tubing or bracing outside of the bodyline of car. Body must be steel stock appearing body. Five-Star style all steel body allowed. (no aluminum or fiberglass body panels allowed).
7. Plastic or aftermarket noses are allowed but cannot be the Late Model slope aerodynamic type nose. Nose must be stock appearing for make of car.
8. Maximum of a 8" inch tall by 60" inch wide spoiler is allowed. -Maximum Height: 8" Total Material With Maximum of 3 Vertical Supports. -Maximum Dimensions On Spoiler Supports: 12" Long at Bottom, 8" Tall at Rear. 8" Tall May Extend 4" Forward From Back Then Taper To a Maximum of 2" Tall at Front. (For Diagram visit track website at www.HartfordMotorSpeedway.net)
9. No open rear body sections allowed.
10. All cars must have tow straps on front and back.

SUSPENSION

1. FRONT SUSPENSION: All components and mounts must be steel, unaltered OEM, in OEM location and match frame. Rubber, nylon or steel lower A-frame bushings only - no offset or bearing type. No sway bars. Exceptions are: weight jacks allowed - must be in original centerline of spring tower; OEM upper A-frame mount may be moved or replaced with aftermarket steel mount matching upper A-frame bolt on design; OEM or OEM replacement ball joints allowed. Aftermarket upper A-frames allowed. Shock location may be moved and may go through center of aftermarket upper A-frame, but frame cannot be altered in any way. Single hole shock mounts only.
2. Steering shaft and steering wheel can be modified by adding shaft and quick release for safety.
3. Steering quickners are allowed.
6. Lower rear trailing arms to be stock length to frame being used, metric to metric, Chevelle to Chevelle, etc....
7. Upper rear trailing may be shortened or lengthened to obtain correct pinion angle.
8. Ford 9 inch rear end allowed, No quick change allowed.
9. Floater rear-ends allowed.
10. Aftermarket bushings are allowed as long as arm is not altered. No slots or adjustable ends.
12. Aftermarket master cylinders and brake pedals are allowed.
13. Front to rear brake proportional valve permitted.
14. Steel shock body (non adjustable only).
15. Rear adjustable weight jacks are allowed.

TRANSMISSION

1. Stock automatic or manual transmission, mini clutch allowed.
2. No Bert or Brinn style allowed.
3. Aftermarket clutch pedal allowed.

WHEELS AND TIRES

1. Steel racing wheels up to eight inches maximum width are allowed. No aluminum or mag wheels or homemade wheels are allowed. One inch lug nuts are mandatory on both sides of the vehicle.
2. The only tire allowed is the Hoosier E-mod tire. D, H, or A compounds.
3. Bead lock on right rear only

ENGINE

1. No aluminum blocks or heads allowed. Any cast iron head is allowed.
2. Aluminum intake manifolds are allowed, exhaust headers are allowed. Exhaust must exit away from track surface.
3. No roller cams.
4. Aluminum radiators are allowed.

5. The engine and body must be manufactured by the same corporate manufacturer. (i.e., GM to GM, Ford to Ford, etc.)
6. Gas or E85 only (No Alcohol).
7. All cars must have working mufflers.
8. Steel roller tip rockers are allowed. (No full roller rockers are allowed)
9. Engine must not set back any further than #1 spark plug with front ball joint.
10. Carburetor, any 2 or 4 barrel carburetor allowed.
11. Distributor ignition systems only. No crank triggers, distributor less ignitions or computers allowed. Capacitive discharge ignition allowed. No controls in driver compartment.

APPEARANCE

1. Numbers with letters are allowed. Make the letter is large enough to be seen from the tower.
2. Numbers must measure minimum of 22 inches high by a minimum of 15 inches in width. The thickness of the number must be no less than 3 inches.
3. Color of the number must be contrasting with the car color.
4. Numbers must be located on both doors and the roof of the car. Put the roof number so it can be read from the tower when the car is in the front stretch.
5. A 6 inch tall car number required on tail of car.