



## **2024 Factory Stock Rules**

**Note: If the rules do not say you can do it, then do not do it! All interpretations of rules by HMP Oval Track Technical Officials are final.**

- The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events.
- These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Class rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.
- HMP-OVAL TRACK Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.
- HMP-OVAL TRACK reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.
- Any interpretation or deviation of these rules is left to the officials. Any decision of and by HMP-OVAL TRACK Officials is final.

### **A. WEIGHT:**

1. The car must weigh a minimum of 2900 lbs. and a maximum of 53% Left Side Weight with driver after race. Weight must be securely fastened in trunk or under the hood, but not in plain view or within the driver's compartment. No weight mounted to rear end housing or any suspension parts. No Titanium parts, no gun drilled parts or bolts.
2. All lead weights must be painted white, with the car number painted on all sides of each individual piece. All lead weights must be securely fastened with two ½" bolts. Lead Inspection will be part of post-race tech and if a piece of lead is not properly painted white with car number in red or black marked on all sides the driver will receive a \$500.00 fine on 1st offense and will be an automatic disqualification on the 2nd offense. Any lost weight will result in a \$25 per pound fine to the Driver. No Tungsten or similar weight allowed!

### **B. BODY / FRAME:**

1. Any American made stock passenger car body on the stock unaltered full frame, or Chrysler & Ford unibodies, no front wheel drives. No Camaro, Mustangs or Station Wagons.
2. Stock appearing aftermarket plastic nose piece can be drilled for air but may not be extended with any type of material. Tail pieces with no holes are allowed. The rear of the car must be sealed off, no exposed fuel cell. No spoilers (even if factory equipped), wings, skirts, valiances, air scoops, hood scoops, or anything that alters stock appearance.
3. Bodies cannot be moved from the original body mount rubber bushing no more than +/- 1" cannot be less than 5 ½" from ground. A front visor is allowed on the windshield area MAX 7 inches. No side or rear window visors allowed. Sunroofs and T-tops must be reinforced and enclosed. No nerf bars. Maximum one inch wide by two-inch-tall steel or lexan rub rails allowed - bolted flush to body. All glass, plastic, upholstery, lights, mirrors, and trim must be removed. Cars must be stock appearing. No cutting, channeling, shortening, or modifying of the body is allowed. No excessive trimming of fenders or hoods allowed, no drilled holes allowed in hoods for air supply, must maintain stock OEM appearance. If Hood does not have a 54" opening, fenders must be removable with 7/16 bolts. All doors, fenders, and window openings must remain stock appearing and OEM dimensions and be the same on both sides. No straight slab sides. No enclosed interiors or decking allowed. The front edge of rear deck cannot be more than 8" forward of center of rear-end and must have at least 2" continuous drop from front to rear. The rear of dash can be no more than 35" from the center of the distributor or 28" from back edge of the center of stock hood. Firewall must be full and complete and no further back than oval hole, must be made from 18-gauge steel, must be a minimum of 24" tall. The interior must be completely sealed off from the engine, ground, and trunk. Cars must have a complete stock OEM steel roof mounted in OEM location and OEM rake and angle for model or OEM aftermarket fiberglass Shell valley part number F1015-81-88MCRW is allowed, no custom or homemade fiberglass roofs allowed. All openings should be covered to isolate the driver, subject to track approval. The racecar body should be maintained in such a manner as to keep a presentable appearance. Hood must have a minimum 54" opening centered over the frame. Trunk must have a minimum 42" opening centered over the frame.
4. The frame must be complete and unaltered. The minimum frame or body height is 6 inches.
5. The rear of frame behind upper shock mounts may be replaced with round, square, or rectangular tubing. Cannot narrow right rear frame for tire clearance. No frame alterations allowed. All Bars forward of cage must be lower than the hood. May not be cut for tie rod clearance or oil pan clearance.
6. Mirrors are allowed – Raceciever is required.

### **C. FLOORPAN:**

1. OEM floor pan may be cut 6" behind front OEM mounts in a straight line across to the other side and be replaced using steel fabricated floor pans made of 18-gauge metal or minimum of .049" thick steel securely welded to the frame.
2. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail except for a maximum tall 8" drive shaft tunnel and similar to OEM tunnel in size. The interior must be completely sealed off from the engine, ground, and trunk.

### **D. BUMPERS:**

1. Stock type rear bumper required, or you may run a rear aftermarket bumper but must run an aftermarket rear cover. A fabricated front bumper may be used with the following conditions: cars with aftermarket nose pieces- the bumper may extend past frame rails for support and reinforcement. Must be behind nosepieces. Cars without nosepieces- the bumper may not extend past front frame horns. NO SHARP EDGES. Must have a minimum of 5/16th diameter chain welded to front and rear of car with the design so tow truck can attach to them, this will be a disqualification item. The rear bumper must be covered by the tailpiece if the car has a tailpiece.

**E. ROLL CAGE:**

1. Minimum four-point cage, minimum size 1 ½ "O. D. by .095" wall thickness. Minimum three bars in driver's side door, and two bars on passenger side door (three bars if passenger in car). Four-point quick release seat belt and harness required for driver and passenger.
2. Racing seats required. Must have window nets and fire-suit and gloves for driver and passenger. Must have at least three bars in front of driver and passenger in windshield area. Window nets mandatory for both driver and passenger must be properly installed no zip ties or hose clamps.

**F. STEERING / DRIVER SEAT:**

1. Steering boxes must remain in stock location. Aftermarket steering wheel and quick release steering coupling are recommended. Quick steer boxes allowed.
2. All components must be steel, Unaltered OEM, in OEM location and match frame. Exceptions are Tie Rod adjusting sleeve may be replaced with 5" steel tube, replacement spindle Speedway Motors raised cast part number 91034501 allowed; bolt on OEM spindle savers allowed. No part of driver seat may be no further back than 25" forward of center line of rear end housing. No knobs, handles, or levers other than the gas pedal and brake pedal allowed for adjustment of carburetor, ignition timing, or brakes.

**G. ENGINES:**

**Option #1:**

1. Must be stock for the make and model except no 400's or larger small or big blocks. Must use 4 equal valve relief flattop or dish Cast pistons or Summit #SUM-17360FC, SPEEDPRO -2256, ICON# FHR IC-9913, or DSS# K8702-4000 4 eyebrow forged piston, no gas ported pistons or rings.
2. OEM crankshaft - cannot be lightened or polished. No narrowing, bullnose, knife edge, undercut or drilling of second or third rod throws, Scat SCT-9-10442 or eagle 103503480 is ok but cannot be lightened, counterweights cannot be cut down, ground on, or polished. OEM steel Connecting rods only must remain stock OEM length, pressed pins only, weight and shape, Scat SCA 25700P, 35700P or Eagle EAGSIR5700BPLW is allowed, No lightening of any parts. Aftermarket water pump, mini starter, pulleys, harmonic balancer, and oil pans okay.
3. Aftermarket power-steering pumps permitted and must be belt driven. Metric cars may run a 350. NO stroking or de-stroking.
4. Engine height and setback must be in stock location +/- 1". GM metric frame center of fuel pump must be located a minimum of 1 ¾" in front of unaltered cross member. Solid motor and transmission mounts permitted. No full mid plates. Maximum cranking compression 175lbs. (ignition off, engine turned over 5 compression strokes).
5. Oil pans must have at least a 1" inspection hole with nothing inside of inspection hole blocking inspection scope from seeing rotating assembly. No alterations of stock oiling system. No vacuum pumps.
6. No turbo or superchargers even if factory equipped.
7. Ford 351 Windsor motors are allowed to run SCA-9351W05 Crank, Edelbrock 2181 intake, #IC9925 piston, and #SIR5956FP Rod.

**Option #2:**

1. Must use unaltered cap sealed GM 602 crate engine. Chevrolet Performance factory sealed CT350 Chevy small block crate engine (Part #88958602 or #19258602 or #88869602). May have IMCA seals if rebuilt in lieu of factory seals. All crate engines MUST use unaltered MSD #8728 or #8727CT rev-control and maximum 6200 RPM Chip / Setting.

**G.1:** Must utilize one (1) unaltered cast Holley 4412 two-barrel only. A one (1) inch adapter plate or spacer is permitted. Distance between bottom of carburetor and top of intake manifold may not exceed one and one-quarter (1.25) inches. Spacer thickness must remain the same front to back and side to side. Carburetors are subject to claimed.

**G.2:** Crate Engine is not subject to claim but must have a prominently displayed a 2" tall "Crate" decal affixed near the A pillar or Crate Engine is claimable. Any driver running a "Standard" engine with a "Crate" decal will be disqualified. Any driver running with a Crate Engine will not be eligible to claim in that season. Any driver that claims a Standard Engine and switches to the Crate Engine will be eligible to be claimed.

**G.3:** Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved GM cap seals, or approved cables. Any altered, damaged, or missing GM Cap Seals, or cables will result in the driver being disqualified from that event, loss of all track points and fined. A \$1000 fine must be paid in full before being allowed to race again.

**G.4:** Only stock unaltered cast iron exhaust manifolds are permitted. Porting and/or grinding is not allowed. Welding exhaust pipes to manifolds or modifying OEM exhaust flanges is not allowed. Chevy center dump, Corvette, marine, LT1 or tubular steel-type manifolds are not allowed. Adaptors between head and manifold are not allowed and must be able to use all OEM exhaust bolt holes in head. Two into-one exhausts are not allowed and X-pipes No anti-reversion exhaust.

The track reserves the right to adjust the rules as necessary to keep anyone from having an unfair advantage.

**H. CAMSHAFT, VALVETRAIN, AND CYLINDER HEADS:**

1. Hydraulic cam and flat tappet lifters only. .447 maximum lift at valve or .298 lobe lift at cam. Must maintain 14" of vacuum at 1200 rpm.
2. 1.94 maximum intake valve diameter, 1.50 maximum exhaust valve diameter on Chevrolet engines. No hollow valve stems Stock size and shape valve springs and retainers, no titanium parts. Stock length and diameter pushrods only. Stamped steel 1.5 rockers on Chevy, 1.6 on Ford and Chrysler, NO roller tips aluminum rocker arm oil shields ok.
3. Open chambered heads only, must be unaltered, OEM NO porting, polishing, coating, no gasket matching allowed. The only GM head numbers allowed are 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, and 3970126. 3/8 or 7/16 Screw in studs ok, guide plates ok. 305 engines may use 305 heads no vortec. Engine quest part number CH350I and dart part number 10024360, dart part number 91624360 are allowed but must remain as 12/09/2022 4 of 8 produced absolutely no casting removal below the valve seat or inside the intake and exhaust runners or valve guide bosses No unshrouded valves, all heads subject to cc test, flat milling only to minimum of 72 cc. Carburetor and fuel system: Cast Holley 4412 2 barrel. no HP carbs or parts, must be unaltered. NO L6R3250R CASTINGS ALLOWED. Casting number L6R199B IS ALLOWED BUT MUST REMAIN as produced by the manufacture including metering, plate base plate and bowl. NO screw in air bleeds, NO powder coating, or any modifications. Choke plate may be removed. 4412 must be cast into choke horn of carb. A one (1) inch adapter plate or spacer is permitted. Distance between bottom of carburetor and top of intake manifold may not exceed one and one-quarter (1.25) inches.

Spacer thickness must remain the same front to back and side to side. Fuel pumps must be in stock location for make, no electric pumps or fuel injection even if factory equipped. NO fuel pressure regulators, NO fuel bypass systems, or any cool can devices. A shield from the top of radiator over the fan is allowed but may not go past the water neck housing and cannot be boxed in on the sides.

**I. EXHAUST:**

1. Stock unaltered cast iron exhaust manifolds only no porting or grinding allowed.
2. The exhaust pipe must unbolt from manifold within a maximum of 5" of flange. No Chevy center dump, Corvette, marine, Lt1 or tubular steel type manifolds. No adaptors between head and manifold must be able to use all OEM exhaust bolt holes in head. No two into one exhaust or x pipes no anti-reversion exhaust must remain duals.

**J. INTAKE MANIFOLD:**

1. Stock OEM unaltered aluminum or cast-iron intake only. No stock high performance or high rise, No bowties. No porting, polishing, cutting or gasket matching, stock unaltered Edelbrock 2701 and 2101 intakes allowed, absolutely no modifications allowed to intake.

**K. TRANSMISSIONS:**

1. Any stock type automatic or cast iron 3 speed OEM manual transmission. No 4 or 5 speed transmissions. Automatics must have stock appearing working 11" torque converter cannot be smaller with ring around it. Torque converter must be steel.
2. Aftermarket SFI aluminum bellhousings on automatic transmissions are permitted, aftermarket pan is allowed.
3. Flex plate must be full, unaltered OEM, or OEM replacement. No direct drives. All gears and planetary must remain OEM configuration. Hardened input shaft is ok. Transmission Cooler ok.
4. The manual must have single disc 10.5" clutch, flywheel and pressure plate must be steel, minimum 15lb steel flywheel. No Aluminum bell housings on manual transmissions. No mini clutches.
5. Steel drive shafts only must be painted white and have a loop 6" from front u-joint factory mount, chain or flat strap is ok.

**L. FUEL:**

1. Pump or racing gas only. No methanol allowed. No additives or smells.
2. Fuel cell must be secured in trunk and have a minimum of 2" x 1.25 flat straps around it, no part of fuel cell can be forward of any part of rear end.
3. Fuel cells must be visible for inspection purposes from the top through a removable stock appearing trunk lid.

**M. SUSPENSION:**

1. Front and rear suspension must be stock unaltered OEM for that make and model of frame, ball joints, spindles and all components, right front brake caliper may be removed.
2. Lower control arm bushings must be OEM design only and cannot be steel, aluminum or grease able type. No air shocks. Lower A-Frame mount may not be notched for clearance. No alterations to any part of the suspension or frame will be allowed. May run IMCA type upper control arms 8" or 8 1/2" length only, must be left on left and right on right no flipping A frames over.
3. Sway bars must be stock for make and model mounted in OEM mounts. All stock mounting hardware is required, spacers must be stock length and identical side to side. No suspension stops of any kind.
4. Steel Shocks only must have OEM style stock type rubber ends, must be mounted in stock location. Cannot space shocks up or down. No bulb-type, threaded body, coil-over, or remote reservoir shocks. No external or internal bumpers or stops. No Schrader valves on shocks. All shocks must collapse completely at any time.
5. Upper and lower trailing arms may be braced for strength. Sway bars must be mounted 100% stock, all bushings, washers, spacers must be stock and be the same length from side to side.

**N. SPRINGS:**

1. Maximum length of rear springs 14" tall free height and both sides must be equal height and in stock location. 5" minimum diameter.
2. No spring rubbers, no adjustable weight jacks of any kind, and must sit in unaltered top stock mounts.
3. 110" plus wheelbase cars may use 15" rear springs no progressive Springs.

**O. BALL JOINTS:**

1. May run aftermarket ball joints but must be stock OEM dimensions. Rebuildable ball joints ok, May be bolted underneath top a-frame.

**P. REAR END:**

1. Stock rear-ends for make and model no modifying axle bearings or length May use thick collar around axle seal area to prevent egg shaping.
2. All brackets, control arms, and shock mounts must be in stock location. All trailing arm bushings must be OEM or OEM replacement with OEM design and No Alterations, no soft bushings.
3. Gears may be locked must use stock unaltered ring gear carrier may weld or use bolt in locking blocks, No scalloped gears. No full spools, Detroit lockers or torque sensing devices. Optional spring cups will be allowed on rearend housing. Must be welded flat on the center line of the rear end and be in OEM location. Rear end housing may be braced.

**Q. RADIATORS:**

1. Any (1) radiator that fits in the original location without any body modifications is allowed. Water pump mounted fans only, No electric fans.

**R. IGNITION:**

1. Only one 12-volt battery must be mounted securely in rear of driver's compartment or trunk area. No voltage generators in series with ignition system, voltage at distributor cannot be more than at battery.
2. (12) volts. One stock type distributor, module, and coil in stock location only. Ignitions on/off switch must be clearly marked. No traction control devices of any kind. No digital gauges or taches.

**S. BRAKES:**

1. May use dual aftermarket master cylinders and Aftermarket pedal OK but no crank knobs. Must have at least 3 working brakes. The right front may be blocked off, no brake gauges, bias adjustment, no electric or manual cut-off switches or valves allowed inside driver's compartment. Optional one (1) manual brake shutoff valve allowed underneath the hood to the right front only. Disc brakes allowed in rear No aluminum or composite rotors or calipers. Must use OEM steel stock rotors on rear disc. No lighting or modifying of components.

**T. TIRES AND WHEELS:**

1. 8" wide maximum width x 15" diameter steel wheels only. No bead locks or screws allowed. Mud plugs and wheel covers allowed only on the right side. The car number must be on all wheel covers. Wheel cover must be plastic, be bolted, no Dzus fasteners, the ring that holds the wheel cover must be welded to the wheel in at least three places. No bleed off valves. Must run 1" steel lug nuts.
2. Aluminum wheel spacers only with a maximum thickness of 1-inch combined total per wheel.
3. Approved unaltered Hoosier asphalt F45 pull offs only. Must durometer 54 or higher within 15 minutes of checker flag, Subject to inspection any time before or after a race. No grooving, siping, softening, needling, metal grinding disc, treating, softening, or wrapping in plastic allowed. Deglazing with sandpaper disc is only allowed but cannot leave any grinding marks and is subject to inspection before or after the race.

**U. COURTESY RULE:**

1. Any car with "minor" rule infractions will be allowed to race (1) event. Must be determined before the race. Cars with infractions are subject to weight penalty.

**V. CLAIM PROCEDURE RULES:**

1. Engine claim rule: Any driver in the same race on the lead lap may claim one of the top three finishers immediately after the "A" feature in the tech area with money in hand. (A) \$500.00 and swap claim on engines. (B) Claim does not include - Flywheel, clutch/assembly, bell housing, breathers, carburetor, starter, motor mounts, oil/temp sending units, water pump, fan, pulleys, dip stick, distributor, wires, water outlet/restrictor, fuel pump, fuel pump plate/rod. (C) Driver may NOT claim another driver finishing in a position behind them and may not successfully claim the same driver more than once per calendar year (D) The driver of the claimed car will be given ten minutes to decide to accept the claim. If no decision is given after ten minutes he will automatically be disqualified. Once the claimed driver has accepted the claim and both cars pass tech, and if the claimed driver, then refuses to sell, he will be suspended for 30 days for his first offense and lose all money and points for that night. Claiming Driver must have competed in 100% of all races for current year. Claiming driver must have cash in hand and present it to the tech official immediately after the race. If the claiming driver leaves the racetrack or stops to speak to anyone other than a track official he will be disqualified and not allowed to claim. The claiming driver must tell the tech inspector who and what he is claiming immediately. Claiming driver must remain with his car. Both cars must pass tech for it to be a valid claim. Once both drivers have been notified that the claim is valid, they will be given one hour to get the motors out of their cars. Any attempt to sabotage a motor will result in an automatic 30-day suspension and loss of all points for the season. Both drivers will be allowed two crewmembers to assist in removal of the motor. Any disturbances by the driver or crewmembers in the tech area will be automatic grounds for disqualification. This type of disqualification will not affect the claim and it will continue after the removal of the individual who caused the disturbance.

**W. CARBURETOR / DISTRIBUTOR / SHOCK CLAIM RULES:**

1. The official claim area is in the tech area, or wherever track designates. Claim must be made immediately after the "A" feature race finishes (checkered flag). Only the driver may make the claim. The driver must have money.
2. The claiming driver must be on the same lap as the driver being claimed. Only the top three cars may be claimed by another driver. A driver can claim another driver's multiple claims on the same carburetor, distributor, or shock, a draw will be held with claiming drivers to determine who gets claim.
3. Refusal to sell will forfeit all cash, trophies, and points for the night. If a claim is refused, a claim is not held against the driver who made the claim.
4. Carburetor claim \$500.00 and swap, Shock claim \$400.00 each and swap, Distributor claim \$200.00 and swap.

**X. PROTEST RULE:**

1. Any driver in the same race on the lead lap may protest another car immediately after feature in the tech area.
2. \$250.00 cash per component \$50.00 to the track if legal protested car gets \$200.00 if illegal protestor gets \$200.00 back.

