

GRIT RACING SERIES STOCK CARS (est. 10/2020)

ELIGIBILITY REQUIREMENTS AND FRAME RULES

1. This class is open to 1965 or newer American made cars with a factory minimum wheelbase of 108 inches. IMCA Mod Style chassis will not be permitted.
 - 1.1- All frames/chassis must be approved by the series.
 - 1.2- No four-wheel drive or front wheel drive cars.
2. The frame may be shortened but must maintain a 107-inch wheel base measured from center of lower ball joint to center of rear end housing with car at ride height.
 - 2.1- The frame may be cut off in front of the steering box/idler arm, and replaced with tubing equal in strength.
 - 2.2- The frame may be cut off from the center of the rear end housing back, and be replaced with square tubing equal in strength.
3. All suspension mounting points must remain stock location for make and model of car.
4. Engine Location must be in stock location.
5. Must have six-point roll cage. (See cage rules)
6. Must have a complete body and should resemble a factory body. (See body rules)
7. The body must be mounted centered over the frame.
8. Camaro clip cars will be allowed.
 - 8.1 - The middle and rear frame must be made with 1.5x3x.095 tubing minimum.
 - 8.2 - Front and rear clips must be centered. (NO offset rollcage)
 - 8.3 - The leaf spring mounts must be mounted centered on the frame. MAY have sliders.
 - 8.4 - Any type of leaf spring mount bushings allowed.
 - 8.5 - The distance between the front and rear spring mounts must be the same as factory. (Front to back and left to right)
 - 8.6 Stock engine location measurement of 15 inches must be met.
9. Bottom of the driver's seat must be a MINIMUM of 31" from the center of the rear axle tube.
10. **TRANSPONDERS ARE MANDATORY (if the track has a loop).**
 - 10.1 – Must be mounted 15 inches from behind the center of the axle tube, on the frame.

FRONT SUSPENSION AND STEERING RULES

1. Front lower control arms must be OEM/stock.
 - a. Stock/steel bushings may be used.
 - b. May change ball joint to any type, but must remain in stock location.
2. Front upper control arms and mounts can be changed to tubular solid mount style aftermarket a-arm assembly.
3. Adjustable spring cups allowed. Jacking bolts will not be permitted in front or rear.
 - 3.1- No remote adjusters of any kind.
 - 3.2 – Front shocks must be mounted in OEM location (BILSTEIN #AK1043 is the ONLY permitted front shock)
 - 3.3 - No altering or modifying the shock in ANY way.
4. Stock/OEM sway bars front and rear will be allowed.
5. The steering gear box, idler arm, center link, and all tie rods must be OEM/Stock, as per frame.
6. OEM/Stock spindles only GM for GM, Ford for Ford, etc. Replacement OEM 3-piece spindles will be allowed.

7. Stock steering shaft rag joint must be removed.
8. Steering quickeners allowed.
9. Quick-release steering wheel with safety pad mandatory.

REAR SUSPENSION

1. All upper and lower control arm mounts on the frame must be in stock location.
2. Lower rear controls arms must be OEM style. No tubular radius rods with heim joints. OEM/Stock length on both sides.
 - 2.1- Any type of rubber bushing may be used.
 - 2.2- Must mount in stock hole on frame
 - 2.3- Must maintain factory angle to rear end housing.
 - 2.4- The lower rear control arm mounting brackets on the housing must be the same on both sides and welded to the housing in the same location and angles on both sides.
 - 2.5- The lower rear control arm mounting brackets on the housing can be no lower than 3.5 inches down from the bottom of the axle tube.
 - 2.6- Where the rear lower control arm bolts to the rear lower control arm bracket must be in the same hole on the right and left sides. (same hole side to side, up and down, and front and back)
3. Upper rear control arms may be OEM or aftermarket. Adjustable upper controls are permitted
 - 3.1- Must maintain OEM/Stock length + or – 1 inch.
 - 3.2- Must be the same length on both sides
 - 3.3- Steel or rubber bushings allowed. (NO mono balls).
 - 3.4- Must mount in stock hole on frame and maintain factory angle.
 - 3.5- The upper rear control arm mounting brackets on the housing must be the same on both sides and welded to the housing in the same location and angles on both sides.
 - 3.6- The upper rear control arm mounting brackets on the housing CANNOT have adjustable holes.
 - 3.7- Where the rear upper control arm bolts to the rear upper control arm bracket must be in the same hole on the right and left sides. (same hole side to side, up and down, and front and back).
4. Coil springs must mount on top of the axle tube and at the same location side to side, front to back, and up and down.
 - 4.1- The spring cannot be more than 1.5 inches' front to back of the center line of the axle.
5. The only permitted rear shock is Bilstein AK1044.
 - 5.1 – No altering or modifying the shock in ANY way.

ENGINES

1. Engine must remain in stock location.
 - a. The engine location must meet the maximum measurement of 15 inches. (Distance of the center of lower ball joint and back of engine block cannot be greater than 15")
 - b. The '73-'77 Monte Carlo frame engine location must meet the maximum measurement of 18 inches.
2. Solid motor mounts allowed. (Aftermarket allowed)
3. Cast iron OEM/factory block only. (Maximum over bore .060)
 - 3.1 – Maximum cubic inch 360.
 - 3.2 – Maximum displacement:
 - GM is 350 CI + .060, 4" Bore x 3.480" Stroke

- FORD, 351CI. + .060", 4" Bore x 3.5" Stroke
- CHRYSLER, 360CI + .060", 4" Bore x 3.578" Stroke
- CHRYSLER AT 340CI + .060", 4.040" Bore x 3.13" Stroke

4. No 400 cubic inch blocks allowed.

5. Any steel wet sump oil pan allowed. No modified or windage screens. ½" pipe plug must be installed for inspection purposes. No remote mounted oil filters or coolers.

6. Stock cast iron heads – no angle plug heads. Must be stock. Allowable heads must have casting number. Stock GM heads with 2.02-1.6 valves. Vortec Heads will have 1.94-1.5 valves. Vortec heads allowed are: #10239906, 12552520 & 12558062. No aftermarket vortec heads. Heads must be manufactured by manufacturer of engine block. No aftermarket bow tie heads or blocks. All factory casting numbers must remain visible. No SVO Ford parts. No aluminum heads (even if they were OEM).

6.1 – Any angle valve job will be permitted if it is done on a machine that's concentric to the valve guide center. Any amount of valve seats per cylinder head will be allowed to be installed for repairing a head.

6.2 – No hand grinding, sanding, blending or deburring where a cutter or stone leaves off.

6.3 - Sand blasting, bead blasting, acid dipping, porting, polishing and welding are prohibited.

6.4 – Steel roller tip rockers are allowed. Full rollers are prohibited. Poly locks allowed.

Ball-tip pushrods allowed.

6.5 - Stud girdles will be permitted.

6.6 - No titanium or aluminum valve train parts.

6.7 – Screw-in studs and guide plates allowed, but must be OEM size and location.

6.8 – No BBC studs in SBC heads.

6.9 - No relieving or unshrouding of valves in combustion chamber.

6.10 – May run double valve springs.

7. Any steel harmonic balancer allowed.

8. No roller lifter or mushroom lifters.

9. Pistons:

9.1 – Flat Top pistons only (No domed pistons of any kind).

9.2 – Aftermarket pistons allowed as long as they are stock/OEM type.

9.3 – Minimum 1/16"x 1/16" x 3/16" rings only. No metric rings or gas porting of pistons allowed.

9.4 – Must have at least 2 valve pockets, but the pistons cannot be flu cut.

9.5 – Floating pistons allowed, but no piston-guided rod/pin configurations.

10. Rods:

10.1 – Aftermarket I-Beam sportsman replacement rods allowed, but rods can be no longer or lighter than stock/OEM for the motor used.

10.2 – No Olds rods in Chevrolet engines.

10.3 – Aftermarket rod bolts allowed.

10.4 – No polishing, lightening, drilling, etc.

10.5 – No aluminum rods.

10.6 – Balancing or bushed rods allowed.

11. Crankshaft:

11.1 – Crankshaft of stock dimensions, weight and style. Must weigh 48lbs. minimum.

11.2 – Balancing of rotating assembly allowed. Stock stroke only for make/size of engine.

No altering of stock stroke crankshafts allowed.

12. Intake:

12.1 - Any stock/OEM production 2-barrel or 4-barrel intake manifold, cast iron or aluminum (per the #'s below) will be allowed. Factory casting # must remain visible.

*Optional aluminum intakes: GM# 12366573, Edelbrock 2116, Edelbrock7116, Powerplus Cyclone 5200, Jegs 555-513000, Jegs 555-513002. You must use BRP 377 carb spacer.

13. No gear drivers or belt drive cam system. Timing chains only.

14. Blocks may be decked, but piston must not extend above deck at all.

15. Flat tappet cams only

16. Only one carburetor spacer/adaptor can be used and cannot be over 1.25" thick, with 2 gaskets.

CARBURETOR

1. Limited to one stock 4412 Holley carburetor (no HP or XP) or one OEM/Stock 2 barrel carburetor.

2. Carburetor must have choke horn but all hardware can be removed.

3. Carburetor must pass all no-go gauge checks.

4. No modification to pick up air from any source other than through top of carb.

5. The following changes may be made to carb.

a. Jets, power valves, air bleeds, emulsion bleeds, float, needle/seat, and pump cam.

b. You may drill idle holes in butterflies.

c. You may block off vacuum ports.

d. You may weld linkage plate to shaft.

e. You may install new shaft bushings.

f. You may tighten booster.

CLAIM RULE: Any competitor finishing 4th or lower (must finish on the lead lap) may claim the carburetor of any top 3 finisher on that given night. The claimer cost is \$470, or the person being claimed may mandate a swap, which would cost \$235 and they the claimer would have to also give up their carburetor. Prior to the claim, BOTH carburetors will be thoroughly teched. If either carburetor does not pass tech, the claim is null and void, and the violator will be disqualified. Any competitor with less than 3 appearances, or on a special show, will be required to pay \$800 for a claim, or \$400 and a swap. A competitor is only allowed TWO claims in a calendar year.

FUEL SYSTEM

1. Race Fuel or pump gas only. No oxygenated fuel or additives allowed. Maximum of 32-gallon fuel cell with foam and rollover valve Mandatory.

a. Must be mounted to frame or roll cage in the trunk area.

2. All fuel lines and fittings must be suitable for racing fuel.

3. Fuel shut off valve is mandatory and mounted in reach of the driver and safety personnel. ON/OFF must be clearly marked.

4. Mechanical block mounted stock/OEM style fuel pumps ONLY.

IGNITION

1. Stock/OEM style electronic ignition system only with coil in the cap.
2. No traction control or timing altering devices allowed.
3. No crank trigger ignitions or multi coil systems.

HEADERS/EXHAUST

1. Headers will be allowed with a maximum tube diameter of 1-7/8 inch.
2. Cast iron exhaust manifolds will be allowed.
3. Cross over headers are allowed but no 180-degree header allowed.
4. The exhaust underneath the car must exit behind the driver AND downward.
5. No crankcase evacuation type systems, 2-to-1 exhaust, H-pipes, or X-pipes allowed.

COOLING SYSTEM

1. No electric water pumps.
2. No flex fans or aluminum fans.
3. Any pulleys allowed.
4. Any radiator but must remain in stock location.

DRIVETRAIN

1. Transmission, any stock/OEM transmission. Must have all working gears. No direct drive automatic transmissions allowed. Aftermarket racing transmission will **not** be allowed (Bert, Falcon, Brinn, Sagafalcon, Mitchell, etc.)
2. Rear end housing, stock/OEM type only. No quick-change rears.
 - 2.1- Ford 9-inch floater rears allowed. (Solid axles ONLY. No gun-drilled or lightened axles.)
 - 2.2- All components must be steel. (Internal and External). **NO LIGHTWEIGHT GEARS OR CARRIERS.**
 - 2.3- Welded, mini or full spools allowed. No lockers allowed.
 - 2.4- No ratchet type differentials or traction control devices of any kind allowed.
 - 2.5- Lower control arm bracket hole cannot be any lower than 3.5 inches from the bottom of axle tube.
 - 2.6- All control arm mounting points must be welded to the rear end housing
3. Drive shafts, must be painted white.
 - 3.1- Cannot be smaller the 2 inches in diameter.
 - 3.2- Must have 2 steel safety hoops one in front, one in rear.
 - 3.3- No aluminum, carbon, or half shafts allowed.

WEIGHT

1. Cars with GM rearend must weigh a minimum of 3200lbs. after racing, with driver. **NO TOLERANCE.**

WHEELS AND TIRES

1. Maximum 8-inch wide steel wheels only, No aluminum, magnesium, or carbon wheels.
2. May be any offset.
3. Right rear bead locks are allowed.
4. 1 inch steel lug nuts mandatory with at least 1/2-inch diameter studs.

5. Five lugs per wheel.
6. D.O.T. approved passenger car tires only.
 1. No snow tires or blocked tread patterns.
 2. No racing tires, Hoosier, American Racers, Towel City, Diamond Backs, etc.
 3. No Recaps.
7. The following tire sizes will be allowed. P205/75/15—P215/75/15—P225/75/15—P235/75/15—P205/70/15— P215/70/15—P225/70/15—P235/70/15
8. Grooving, siping, and grinding tires is allowed.
9. All tires must be approved by track officials.

SHOCKS AND SPRINGS

1. The only permitted shocks are as follows:
 - 1.1- Front Shocks: Bilstein AK1043
 - 1.2- Rear Shocks: Bilstein AK1044
2. Shocks **MUST** be located in OEM position. The shocks may not be altered in any capacity. They must remain **EXACTLY** as they come from Bilstein.
3. Any steel, stock/OEM, or aftermarket racing spring will be allowed. Only one spring per wheel.

BODIES

1. Any stock/OEM, aftermarket, or homemade body will be allowed but should resemble stock.
 - a. It may be constructed out of .040 or thicker aluminum.
 - b. No fiberglass bodies.
 - c. Bodies must be centered over frame.
 - d. All glass, molding and interior components must be removed.
 - e. Late model style cockpits will be allowed but must be made of 20-gauge steel or .080 aluminum or thicker sidewalls and holes must be sealed.
 - f. Floor boards must be made of 16-gauge steel or .120 aluminum or thicker. (1-inch maximum diameter hole for drain)
 - g. Stock/OEM floor boards may be used but all holes must be patched and firewalls sealed off from drivers' compartment.
 - h. No sharp edges or you will not be allowed to compete.

ROLL CAGE RULES

1. A complete six-point cage is mandatory.
 - a. All six mounting points must be welded to factory frame, or an added frame rail that is equal in strength.
 - b. 1.5-inch diameter and .095 wall thickness tubing will be the minimum allowed.
 - c. The track reserves the right to drill a test hole at any time.
 - d. Cage must have 3 door bars on each side.
 - e. Driver's side door bars must have a minimum of 2 vertical bars tying them together and to the frame rail.
 - f. The cage must have 2 cross bars one below and one above the windshield opening. (side to side)

- g. The cage must have 1 one-inch vertical bar down center of windshield area.
- h. The cage must have 2 rear cross bars (side to side). The top one must be 2 inches above drivers' head and the one in the middle should be at top door bar height.
- i. The cage must have three roof bars (front to rear) one on each side and one in the middle area. These bars must clear drivers head and leave room to extract driver thru roof.
- j. The cage must have 2 rear down posts from the top rear cross bar down to the rear frame rails.
- k. Any roll cage the track determined as unsafe will not be allowed to compete

BUMPERS AND NERF BARS

- 1. All bumpers and bumper support bars must be securely bolted or welded to frame.
- 2. All bumpers ends must be capped, turned in, and have NO SHARP EDGES.
- 3. No cowcatcher or severely over built bumpers will be allowed.
- 4. All cars must have TOW HOOKS on front and rear of car, easily accessible by tow truck operators without removing hoods.
- 5. Nerf bar is optional between front and rear wheels and from rear wheel to back bumper.
 - a. Must be no bigger than 1.5 inches in diameter.
 - b. Can only be one pipe.
 - c. Cannot stick out no more than 1.5 inches' past tire side wall.
 - d. All edges must be capped and turned in with no sharp edges.

ANY CAR WITH UNCAPPED OR SHARP EDGES ON NERFS AND/OR BUMPERS WILL NOT BE ALLOWED TO COMPETE

BRAKES

- 1. Must have 4-wheel brakes operable from drivers' seat.
- 2. 4-wheel disc brakes allowed.
- 3. Dual master cylinder with balance bars and remote adjusters are allowed.
- 4. Right front brake shut off allowed but must be in reach of driver.
- 5. No aluminum rotors

SEAT/INTERIOR

- 1. Aluminum seat is mandatory, minimum .095 thick.
 - a. Seat must be a high back.
 - b. Seat must be bolted in with a minimum of six 3/8-inch diameter bolts. (4 in bottom and 2 in back)
 - c. Seat must be bolted to frame or roll cage.
- 2. Car must have a 5-point racing seat belt harness and mounted properly.
 - a. Harness must be bolted to frame of roll cage with at least 3/8-inch diameter bolts
- 3. All bars in drivers contact area must be covered with roll bar padding. (no pipe insulation)
- 4. Window net is mandatory and the driver must be able to open it from the seat.
- 5. All pedals must be in stock location in drivers' compartment. (no hand clutch, etc.)
- 6. No cable operated throttles allowed.
- 7. Gas pedal must have TOE LIFT LOOP.
- 8. Driver must be protected by a sealed front and rear firewalls and both sidewalls made with a minimum of 20-gauge steel or .080 aluminum.

9. Cockpit floor must be made from 16-gauge steel or .120 aluminum or thicker. (1-inch maximum diameter hole for drain)
10. The ignition switch must be clearly marked on/off.
11. A master kill switch is mandatory and should be placed where the driver and safety personnel can reach it. Must be clearly marked on/off.
12. A fuel shut off is mandatory and should be placed where the driver and safety personnel can reach it. Must be clearly marked on/off
13. The battery cannot be mounted in drivers' compartment.

ROOF

1. Any stock/OEM, aftermarket, or homemade roof will be allowed but must be approved by track.
2. It may be constructed out of steel, fiberglass, or .080 aluminum minimum.
3. No half roofs or roof spoilers.
4. Must be centered over body.

HOOD

1. Any Stock/OEM, aftermarket, or homemade hood will be allowed but must be approved by track.
2. It may be constructed out of steel, fiberglass, or aluminum at least .040 thick.
3. Hood scoops will be allowed, with an open air cleaner option. Maximum 3-inches tall and 21-inches wide.

FENDERS, DOORS, QUARTER PANELS, AND TRUNK LID

1. Any stock/OEM, aftermarket, or homemade fenders, doors, quarter panels, and trunk lid will be allowed but must be approved by track.
2. They may be constructed out of steel or aluminum at least .040 thick.
3. Should resemble factory.

UPPER QUARTER PANELS

1. Any stock/OEM, aftermarket, or homemade upper quarter panels will be allowed but must be approved by track.
2. It may be constructed out of steel or aluminum at least .040 thick.
3. Panels must not be oversize. NO SAIL PANELS.
4. Wagon-style bodies ARE permitted.

NOSE PIECE

1. Must have nose piece. It may be stock/OEM or aftermarket replica.
2. No fiberglass.
3. Must fit body correctly.
4. No late model type flares.

REAR PANEL

1. Aftermarket tail piece required.
2. It may be constructed out of steel or aluminum at least .040 thick.

3. Must be a minimum of 8 inches tall.
4. Car number must be displayed on rear panel. (6-inch number minimum)

REAR SPOILER

1. Spoiler may be made of lexan or aluminum at least .040 thick.
2. Maximum height is 6 inches.
3. Must not be adjustable.
4. Spoiler sides may not exceed 6 inches in height or 20 inches in length and must not extend beyond the main spoiler.

ALL BODIES MUST BE APPROVED BY THE SERIES.

***ALL BODIES MUST RESEMBLE A FACTORY MANUFACTURED VEHICLE.**