

2022 HUMBOLDT SPEEDWAY FACTORY STOCK RULES

FRAMES - Factory production complete full American passenger frames only and cannot be altered in any way except for what is allowed with in these rules. Rear frame may be fabricated out of tubing from the center line of the rear end to the rear bumper to repair rusted frame rails. Front and rear pick-up loop required; otherwise bumpers or other pick-up point will be used. Front engine cars only. No 4wheel drives, convertibles, or pickups. Minimum wheelbase 107.5 inches, 101 inches for unibody cars (gen 2 Camaro, mustangs). Newer bodies can be used but must be centered on the frame.

Engine - Must have V-8 engine, OEM size and configuration. 360 Max C.I.D. No stroked or de-stroked combinations allowed. Crankshaft two center rod throws must be solid, front, and rear rod throw may have holes. Connecting rods must have casting line in the rod and OEM design. No 400 blocks. Motors must be in stock location. May use solid motor mounts. Flat top or dish pistons only. No performance parts of any kind allowed. Cast iron OEM heads or you may use the EQ GM part number CH350I, No vortec, angle plug, No double humps. No late model center bolts heads. Head combustion chamber can be no smaller than 72 cc. Factory OEM performance heads are not allowed. The OEM Flat Boss on the exhaust side of the head can be no closer than 1.170 to the deck of the block. This will help stop over milling of the head surface and increasing compression. 3/8 screw in studs and guide plates allowed. No porting, polishing, angle milling, or altering of combustion chambers of any kind. There is a maximum cam lift of .450 thousands of one inch at the valve. That means the maximum lift at the push rod will be .300 thousands of one inch. It is highly recommended that you have a tach in your car. Hydraulic cams only, No roller cams. No anti-pump up lifters allowed. Roller rocker arms Ok and cannot be more than 1.5 ratio. Stud girdles allowed. Cast iron exhaust manifolds or Headers are allowed. Headers must not exceed 1 5/8 outside diameter to the collector, No step headers. Fender exit headers Ok. Cast iron intakes are allowed, but no performance intakes (bowtie or marine etc.) and must have be a dual plane manifold. No porting polishing or cutting of any kind on intake. Edelbrock #2101 or #2701 aluminum intakes are allowed. 602 Crate engines are allowed. Crate motors must use a stock Holley 350 cfm carburetor. Carb must meet the go-no-go gauges, Crate must also use a CT8727 MSD rev control that must be set to 5600 RPM max. The factory plug supplied with the CT8727 box must be used and unaltered.

Carb - Unmodified 4412 2bbl-500 cfm Holley (gauge legal) or 1850 600 cfm Holley vacuum secondary, Edelbrock 600 cfm vacuum secondary or unmodified quadrajet may be used. Mr. Gasket part #1933 or #1929 adapters only. No carb spacers on any 4-bbl carburetor. 4bbl carb must bolt directly to the intake, No modifications. No exceptions.

Transmission - Stock transmission only. Standard trans must have all working forward and reverse gears, stock OEM flywheel, Min 10.5-inch clutch and pressure plates. No aluminum flywheels or nodular iron Corvette style allowed. Automatics must have min. 11" converter. No dummy converter. No lightening of any kind is allowed.

Driveshaft - Must be painted white and have car # on it. Safety loop required and within 12" of front u joint. OEM size shafts only.

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Rear-ends - OEM original rear ends in stock location, or 9-inch Ford with stock drum or disc brakes, floaters ok and recommended. Gears may be locked by welding of spiders. Mini spools or full spools can be used. All mounting points must match all mounting points on the rear end from original, No aluminum calipers. Rear lower spring seat must be welded to rear end housing tube, No bolt on spring seat mount. Rear trailing arm top mount cannot be more than 2 1/2" from center of bolt to top of rear end housing at any time. Rear trailing arm bottom mount cannot be more than 3" from bottom housing tube to center of bolt at any time. No rear control arm bushing with spherical bushing or off set bushing top or bottom front or rear of control arm. No Mid-Evil type bushings are allowed. No altering of trailing arm bushings. Cars with leaf springs must remain stock, No exceptions. Spring mounts on rear end need to be same side to side no off setting. No spring rubbers. Trailing arm mounts on rear end must be same height side to side. Trailing arm bolts must always be tight.

Aftermarket rear control arms are allowed. They must be stock lengths.

Body - Stock appearing body, must have body lines, No slab body's, Body must roll in at the bottom like OEM. Body's must be steel. 5' Max Spoiler Allowed, sides to only exceed 2' behind and 2' above.

Roll Cage - A 6-point cage with at least 3 driver's side door bars and 2 bars in right side. An x-brace to rear of car is recommended but not mandatory. Must be welded to frame in a safe manner. Front and rear hoops are allowed. Minimum tubing thickness is .095. Unibody cars must be tied together at sub frames.

Tires & Wheels - 8" or 10" asphalt take offs allowed. 10" steel wheels max. May run the KK704 mod tire but must run 8" wheels. No mixing of tires, sipping and grooving are allowed. Bead-lock on right side only, All tires must durometer 55

Driver's Area - Must have 5-point safety harness no more than 3 years old. Aluminum seat only and must use 3/8 bolts and flat washers to mount the seat. Must have fire extinguisher, Must have arm restraints or window net.

Steering column - Must be in stock location, quick release wheel ok, quickeners allowed.

Bumpers - Stock bumpers or tube bumpers ok, must cut wrap around off the ends. No sharp edges. No bars connected to bumpers. No cow killer bumpers. Aftermarket nose and tail pieces are allowed. Rear of the car must be closed in between the frame rails and from the trunk to the top of the rear frame.

Weight - 3,000 lbs. after race with driver. **Added weight ballast must be painted white and have car # on it. Must be mounted with 2 1/2" bolts min. Weight not painted and not numbered will result in a disqualification.**

Brakes - Must be OEM front and rear with OEM master cylinder. Right front shut off allowed. No proportioning valves. All brakes required must work at all times. No brake bias on front or rear allowed. Hanging pedals or aftermarket master cylinders ok, but no adjusters allowed.

Fuel - Pump Gas or Racing Gas, no Methanol or E85. NO Oxygenated fuel or other additives of any kind

Fuel will be tested with a Dig-A-Tron fuel tester, the minimum fuel test reading will be "0". Most race fuel will test -50 to -70.

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Suspension - OEM suspension only. Stock mounts in stock location only. racing shocks allowed, No rebuildable or adjustable shocks allowed, NO heim end shocks. Racing springs allowed, must be same diameter and height on both sides. No adjustable spring spacers on front or rear. May use cut to fit type only, 2-inch max. Weight jacks ok as long as they are welded solid, If a weight jack bolt is used then you CANNOT use and shims front or rear. Aftermarket Upper steel A arms ok, right 8"-8 ½" long, left 8 ½"-9" long. No long stem or tall ball joints, OEM ball joints only.

We reserve the right to change any of these rules at any time for the improvement or safety of the sport.

IN THESE RULES, IF IT DOES NOT SAY YOU CAN DO SOMETHING THEN YOU CANNOT DO IT.

**2023 rules will follow the Mid-America Factory Stock rules
100% Including tire rules**