

## 2006 CMS Factory Stock Rules

**2006 RULES & SPECIFICATIONS** Body: Any American made stock passenger car with full frame, or Chrysler uni-bodies. No front wheel drives. No aftermarket plastic nose or tail pieces, no spoilers, wings, skirts, air scoops, or anything that alters stock appearance. A front visor is allowed on the windshield area. Sun roofs and T-tops must be reinforced and enclosed. No external rub bars or nerf-bars allowed. Must have a minimum of three windshield bars in front of driver. If carrying a passenger, bars must continue across entire windshield opening. No ballast or weight allowed. All glass, plastic, upholstery, lights, mirrors and trim must be removed. All doors must be chained, bolted or welded. Front inner fender wells may be removed. Cars must be strictly stock. No cutting, channeling, shortening, or modifying is allowed. Front and rear outer fenders may be cut for wheel and tire clearance. Must have stock type front, and rear bumpers. Seat, steering, clutch, and brake pedals must be in stock location. No quick steering allowed. Quick release steering wheel is allowed. No enclosed interior. Roll Cage: At least a four-point cage, minimum size 1-1/2" O.D. by .095 wall thickness. Minimum three driver side door bars and two on passenger side is required. If carrying passenger, you must have three bars on passenger side. Four point quick release seat belts and harness required for driver and passenger. Racing seat optional. Must have a window net for driver and passenger. Engines: Must be stock for the make and model. No balancing, stroking or destroking allowed. All engine components including water pumps, distributor, starter, etc. must be strictly stock. Water pumps and pulleys must be stock. Engine must be in stock location. Solid motor and transmission mounts are allowed. Camshaft, Valve train, and Cylinder Heads: Hydraulic cam and lifters only, Must maintain minimum of 16" vacuum at 850 RPM. 1.94 maximum diameter valves on all small block Chevrolet. Stock size valve springs only. Stamped steel 1.5 rockers only, no roller tips. Open chambered cylinder heads only, must be unaltered, OEM steel heads. Carburetion and Fuel System: Must be on naturally aspirated unaltered stock production type carburetor for make and model. Can remove choke. Gasoline only. Exhaust: Stock cast iron exhaust type manifolds only, Chevrolets no center dump type manifolds. Mufflers required. Intake Manifold: Stock intake only. Transmissions: Stock automatic, or standard transmission. Transmissions, flywheels, clutches, and torque converters strictly stock. Transmission cooler is allowed but must be outside of driver's compartment. All drive-shafts must have loop 6" from front u-joint, and be painted white. Fuel: Gasoline only, no additives. Stock type fuel pumps for make and model. Fuel tank may be in original location or secured in trunk. Fuel cell recommended. Suspension: Front and rear suspension must be stock for that make and model of car. No air shocks or aftermarket racing parts. No alterations to any part of the suspension will be allowed. Rear end: Stock rear-end for make and model. Gears must remain unlocked, no alterations allowed. Steering: Must remain in stock location. No quick steer boxes allowed. Radiators: Any radiator that fits in original location without any body modifications is allowed. Brakes: Stock for make and model of car. Master cylinder must remain in stock location. No brake shut off or bias adjustment is allowed. Tires and Wheels: 8" wheels allowed, steel wheels only, no bead locks or screws allowed. No bleed-off valves. Must run 1" lug nuts on both sides front and rear. Approved non racing tires 60 or 70 series no grooving of tires front and rear. Claiming Procedure: Engine claim \$525.00 and swap. Carburetor claim \$100.00 and swap Shock or Spring claim \$20.00 each and swap Distributor claim \$100.00 and swap CLAIM RULES- The official claiming 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. Driver must have money. The claiming driver must be on the same lap as the driver being claimed. Only the top three cars may be claimed. A driver can claim another driver's engine, carburetor, distributor, or shocks only once during the year. In the case of multiple claims on the same engine, carburetor, distributor, or shock, a draw will be held with claiming drivers to determine who gets claim. Refusal to sell forfeits all cash, trophies, and points for the night. If claim is refused, claim is not held against driver who claimed. 2nd refusal by a driver will result in a \$200 fine.