

SKY VALLEY STOCK

CONSTRUCTION: *Equipment will not be considered "legal" simply because it went through inspection unobserved, or because a rule has not been written excluding it.*

1. Any steel body full frame or unibody rear wheel drive passenger car 1960 or newer, 105" minimum wheelbase.
2. Body and frame must match and be completely stock. Upholstery must be removed. Must have windshield with vertical shield bar(s) fastened to top and bottom of windshield opening at center to body or cage. All other glass must be removed. Frames and cross members may not be altered. Sub-frame cars may tie frame rails together to existing frame rails. Alterations to body limited to those needed to fit cage, reducing doors to skins, removal or interior roof panel, removal of front inner fenders and stock radiator support if using a front hoop. Hood and trunk lid may have under panel trimmed but must be able to retain shape and function. Trunk floor may be removed and two bars of 1.5" minimum material placed may be removed from the body. 20-gauge sheet metal id required to cover rear trunk area and to cover holes in firewall area.
3. The fuel cell may be no larger than 22 gallons, must have the appropriate foam and must be installed in a metal fuel cell container and mounted in a frame (see diagram.) Fuel cell container and frame must be securely mounted to car frame a minimum of 12" ahead of rear bumper and no lower than part of rear end. No fittings on bottom of container. Care must be taken not to remove structural support from unibody cars. A bar of minimum 1.75"x.090" material must be installed at rear of fuel container. Must extend down below the level of the fuel container and attach to the frame rails with the center support attached to the rear cross member. Type of fuel used shall be pump gas only.
4. Bumpers must be stock type both front and rear in stock location with no sharp edges. Bumper reinforcing not allowed. Hook plates required on rear. Must be fastened to body, may be fastened to frame. No nerf bars. An additional bar placed above the fuel cell to prevent cars jumping the bumper and puncturing the cell is recommended (see diagram.)
5. Minimum four-post roll cage must be used. Minimum material 1.75"x.095" wall steel tubing as is generally considered industry standard. Must attach to frame or main structure of unit body. Minimum four horizontal door bars on driver's side with at least two additional upright supports tied to frame on driver's side. Three door bars on passenger's side with central upright support to frame. Rear of cage must be braced across and diagonally minimum to protect against side and rollover impact. Center support in top part of cage may be centered; (optional) instead of set in diagonally. Driver's side wing window support is mandatory, passenger side optional. Dash bar must be straight and over steering column. Must have minimum one crossbar through halo at top of roll cage. Additional support may be provided at front and rear frame as long as tubing remains behind bumpers and within the car body. Gussets on all welds overhead and to driver. Plate of 1/8" steel or 1/4" aluminum required between door skin and door bars or weld between the door bars to protect the seat area. See role cage illustration.

6. Aluminum racing seats with headrest required. Must be securely mounted to roll cage top and bottom, not the floor, with a minimum of 6 bolts. 4 bolts in the bottom of the seat and 2 in the back of the seat BELOW the seatbelt hole.
7. Five point racing harness required. *Belts may not be more than five years old.* Must have date on harness. Recommend replacement every three years. Belts must be at least 3" wide and must attach to roll cage. Belts must be protected against cutting and chafing. Roll cage around driver must be padded.
8. Window net required. Must hinge at bottom.
9. Must have fully charged fire extinguisher. Minimum 2.5lb ABC rating. Must have metal gauge and nozzle, and metal mounting brackets.
10. Scatter shields required on all cars. Minimum material to be 5/16" nylon web, ¼" steel or NASCAR blanket. Must be mounted under floor and provide 180 degree coverage.
11. Batteries must be moved. No trunk-mounted batteries must be ahead of rear axle. Battery must be securely mounted in a battery box, with a metal hold down separate from box.
12. Master disconnect switch must be located (recommended to be within reach of driver) behind driver's seat on roll bar clearly labeled ON/OFF. Switch must disconnect battery and stop engine.
13. No fuel, oil, water lines or hoses in driver's compartment.
14. Mirrors optional. Side mirror must not extend outside of bodyline. No communication devices allowed.
15. Suspension must be stock. All components must be stock for that year, make, and model of car and mounted in the stock location. No racing, air, or spring assisted shock absorbers. Springs may be heated or cut. After market springs and suspension bushings permitted. Lowering blocks and/or spring spacers may be used. Wheel studs ½" minimum, 5/8" recommended. After market upper and lower control arms are not acceptable (OEM, for that vehicle only.) Sway bar can be up to 1 ¼" diameter. Sway bar may be pre-loaded using adjustable links. Long upper control A-arm bolts may be installed. Rear coil spring cars may use a strap or chain with 4" of slack in chain or strap to hold spring in spring pocket.
16. All shocks must have stock mounts and be in stock location. Adjustable shocks okay, gas charged and oil filtered okay subject to Tech. No McPherson struts.

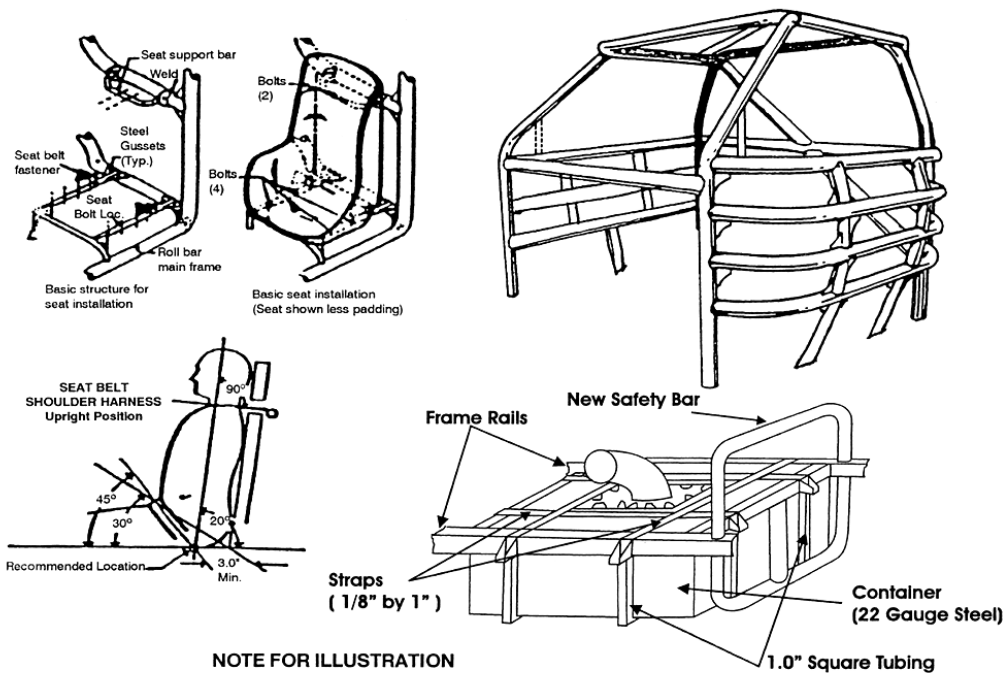
17. Engine must be completely stock. Only production line installed or exact replacement components may be used. No performance parts. No limited production or high performance parts. For example, Chevrolet maximum valve size will be 1.940 (int.)/1.500 (exh.). No domed pistons. Block, heads, intake and exhaust must be cast iron factory mass-produced parts for that make engine and must not be altered. No Vortex heads. Heads may have external modification for installation of accessory brackets only. No internal alterations allowed. **(OPTIONAL) 3/8" screw in collared studs allowed. Machining bosses for stud installation only. Guide plates allowed.** Pinning or set screws okay. Poly locks okay. Engine must fit chassis without alteration to either, (GM to GM, Ford to Ford, etc.) Any flat tappet camshaft. Engine to remain in stock location. Solid mounts permitted. Must use single carburetor with choke tower. A maximum 1" adapter or spacer may be used underneath carburetor. Stock distributor and ignition system. Cubic inch limit: 360+ .060 over. Intake manifold, no single plane or open plenum manifolds. No Bowtie, marine, or aluminum. Stock cast iron manifold, 4 hole only. After market clainer oil pan, optional. Windage tray, optional. Valley pans to hold lifters in place, optional. Screens in oil return holes. Oil returns may be ground and chamfered, optional. Aluminum radiator, optional. After market reduction or aluminum pulleys allowed. Metal only air filter housing. Any air filter may be used. **(CHANGED 2010)**
18. Must have muffler. Exhaust to exit behind driver. Exhaust must not enter floor pan or firewall. Floor pan may be raised for muffler clearance. Flow tubes okay.
19. No glass or plastic fuel filters must have screw type hose clamps.
20. Must have 2 throttle return springs.
21. Collapsible steering rod between steering box and steering wheel is recommended. Rag joint may be replaced by U joint.
22. Transmission must be stock and unmodified with steel flywheel and stock diameter clutch or torque converter. May use transmission cooler mounted outside of driver's compartment.
23. Driveline must be stock and painted white. Driveline catch strap required made of chain or at least 3/16" strap positioned approximately 10" back from front universal joint.
24. Rear axle assembly must use stock mounts in the stock location GM to GM, Ford to Ford, etc. May be locked or welded, 1/2" minimum wheel studs. After market axles optional.
25. Tires may be maximum 8" Diamond back V Class Nutread (3 Groove, 5 Groove, or Slicks). Steel wheels suitable for racing should be used with none wider than 8". **(REVISED 2010)**
26. Fire suit is required.
27. Illegal suspension may result in 2 weeks suspension.
28. No additional weight to be used in chassis.

29. Rear spoiler may be mounted no further rearward than the trailing edge of a stock dimension trunk or hatch in the normal closed position. The spoiler shall not exceed 6" in height from the deck lid. All spoilers must be solid material, solid mounted, and non-adjustable. Spoilers must control the flow of air over one surface only and have no rudders, braces, wires, and forward mounting brackets.

30. Rear windows may be installed, Lexan material. Must have two vertical supports near the center of the window made of 1/8"x1" minimum flat stock.

IF IT DOESN'T SAY YOU CAN, YOU CAN'T!

The rules promulgated in this set of rules are intended as guidelines for the sport of stock car and truck racing and the rules relative to the safety of equipment are the responsibility of each driver/owner who participates in the sport under these rules. No expressed or implied warranty of safety is intended nor may be inferred from the publication of these rules, nor compliance therewith. Nothing contained herein shall be construed as a guarantee against injury or death to participants, bystanders, crew or spectators.



NOTE FOR ILLUSTRATION

Container (22-gauge steel) for fuel cell must mount to frame rails via two (2) lateral and longitudinal braces forming grid beneath and on sides of cell container. Additionally, a two (2) lateral and longitudinal brace grid must cross the top of the cell container. It is strongly recommended that grid members be fabricated from one-inch square tubing and 1½-inch by 1/8-inch thick steel strapping is the minimum accepted material.