



Sabine Speedway Factory Stock Rules

RACECEIVER

1. A working RaceCeiver must always be used when the driver is on the track. Drivers found with broken and/or nonfunctioning RaceCeivers are subject to an immediate disqualification.

DUAL DUTY ENTRY/CAR SWAP

1. On race night, cars entered into one division are not allowed to be used and compete on the same race car in another division, even with a different driver. No “double-dipping” with the same car in other divisions.
2. Drivers can utilize another competitor’s car in the same division should their entered car not be able to continue and compete. However, once a driver switches to another car, he may not “switch back” to his original entry and must complete the evening in the car the driver “switched to.” A car that has been “switched to” cannot be returned to the original driver and be used again in the same event and a car can only be used once in the race program in this “switch scenario” once.
3. Drivers will only be allowed to “switch cars” one time in the evening. If a driver switches car, he must start at the rear of the next qualifying race.
4. Drivers will not be allowed to start the main event in a car other than the car they qualified into the main event with. This applies to heat races, last chance, time trials, or provisional transfers into the main event based upon performance in the original car. Once a driver switches car, he must qualify again with the new car in the current races format. If this occurs in the last chance race, the next car not transferred would be given the transfer spot. The only time this rule would be waived is if the starting main event does not have a full field entered in the event.

SAFETY EQUIPMENT

1. RaceCeiver one-way radios are required to be used in Hot Laps, Heat, Last Chance, and Main Events.
2. Recommended fire system or working fire extinguisher required within drivers reach in car.
3. Snell-rated SA2015 and SA2020 helmet required.
4. Roll bar padding required in the driver compartment. Recommended: Fire retardant padding



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5. SFI-approved full fire suit required. Fire retardant gloves, shoes, and neck brace (or head and neck restraint) required.
6. Recommended: Fire retardant head sock and underwear, collapsible steering shaft.
7. Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, and must be mounted securely to the main roll cage. Recommended: Safety belts no more than two years old.
8. Kill switch required within easy reach of the driver and must be clearly marked 'OFF' and 'ON'.
9. Safety items such as seat belts, helmets, and fire suits will be checked.
10. There will be no more warnings for how weight is mounted. If weight is found mounted incorrectly, it will be an immediate disqualification from the remainder of the race event. Once a car has left its own pit area, it is subject to being checked and disqualified for improper weight mounting.

APPEARANCE

1. All racecars must be numbered with large, legible numbers on both sides, on top, and on the nose and rear panels. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.

BODY

1. Any American made stock passenger car body on a stock unaltered full frame, or Chrysler & Ford unbodies. No trucks. All bodies must adhere to the body dimension on the body diagram below.
2. Stock appearing aftermarket plastic nose piece can be drilled for air but not extended with any type of material. Nose and tail pieces must match make. Ford on Ford, GM on GM, etc.
3. Tail pieces with no holes are allowed. Rear of the car must be sealed off, no exposed fuel cell.
4. No spoilers (even if factory equipped), wings, skirts, valiances, air scoops, hood scoops, or anything that alters stock appearance.
5. Bodies cannot be moved from the original body mount rubber bushing no more than +/- 1" cannot be less than 5 1/2" from ground.
6. A front visor is allowed on the windshield area MAX 7 inches.



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7. No side or rear window visors allowed. Sunroofs and T-tops must be reinforced and enclosed. No nerf bars.
8. Maximum one inch wide by two-inch-tall steel or lexan rub rails allowed- bolted flush to body.
9. All glass, plastic, upholstery, lights, mirrors, and trim must be removed.
10. 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 the hood does not match (P on Body Specifications Diagram) 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.
11. No straight slab sides. No enclosed interiors or decking allowed. Front edge of the rear deck cannot be more than 8" forward of the center of the rear-end and must have at least 2" continuous drop from the front to rear. Rear of the dash can be no more than 35" from the center of the distributor or 28" from the back edge of the center of the stock hood. Original OEM front and rear firewalls must remain in stock location.
12. Rear of the dash can be no more than thirty-five (35) inches from the center of the distributor or twenty-eight (28) from the back edge of the center of the stock hood. Original OEM front and rear firewalls must remain in stock location. The front firewall must match the frame used and the OEM mount must be visible. Firewall must be full and complete.
13. Front OEM firewall may be replaced using steel fabricated firewall, 18-gauge pr (.049) inch thickness. Front firewall may be no further back than the rear edge of the oval frame hole, must be vertical and at or between (24) and (26) inches tall. Driver's compartment must be completely sealed off from the engine compartment.
14. GM "G" body cars may utilize an OEM fiberglass replacement roof.
15. Hood and Truck must be able to be removed without tools.

FLOOR PAN

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 with the exception of a maximum tall 8" drive shaft tunnel and similar to OEM tunnel in size. Interior must be completely sealed off from the engine, ground, and trunk.



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FRAME

1. Frame must be full and complete. Cannot be widened, narrowed, shortened, lengthened, or be cut, bent, or altered to change suspension brackets.
2. Rear of the frame behind upper shock mounts may be replaced with round, square, or rectangular tubing.
3. Cannot narrow right rear frame for tire clearance
4. No frame alterations allowed.
5. All bars forward of the cage must be lower than the hood. May not be cut for tie rod clearance or oil pan clearance.

BUMPERS

1. Stock type rear bumper required, 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.
2. Must have a minimum of 5/16th diameter chain welded or cable attached to the front and rear of the car with the design so the tow truck can attach to them, this will be a DQ item. Rear bumper must be covered by the tailpiece if the car has a tailpiece.

ROLL CAGE

1. Minimum four-point cage, minimum size 1 ½ 'O.D. by .095" wall thickness.
2. Minimum three bars in drivers side door and two bars on passenger side door (three bars recommended).
3. Must have at least three bars in front of the driver in the windshield area.
4. Solid motor and transmission mounts okay. No full midplates.

ENGINE

ENGINE OPTION #1

1. Must be stock for the make and model except no 400's or larger small or big blocks.
2. Cast piston only, must use 4 equal valve relief flat top or dish pistons.
3. OEM crankshaft. Cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws.
4. OEM steel connecting rods. Must remain stock OEM length, pressed pins only, weight and shape.



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5. No lightening of any parts.
6. Aftermarket water pump, mini started, pulleys, harmonic balancer, and oil pans okay.
7. Aftermarket power-steering pumps are okay and must be belt driven.
8. Metric cars may run a 350.
9. No stroking or de-stroking.
10. Engine height and setback must be in stock location +/- 1". The GM metric frame center of the fuel pump must be located a minimum of 1 3/4" in front of the unaltered cross member.
11. Maximum cranking compression 175lbs. (ignition off, engine turned over 5 times)
12. Oil pans must have at least 1" inspection hole with nothing inside of the inspection hole blocking inspection scope from seeing rotating assembly.
13. No alterations to the stock oiling system.
14. No vacuum pumps.
15. No turbo or superchargers even if factory equipped.
16. OEM and Aftermarket replacement parts may be used together. Only the aftermarket parts outlined in the rules are permitted.

ENGINE OPTION #1 OEM GUIDELINES: CRANK, CAMSHAFT, ROD, PISTON, VALVE TRAIN, 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. Maximum intake valve diameter, 1.50 maximum exhaust valve diameter on Chevrolet engines.
3. No hollow valve stems.
4. Stock size and shape valve springs and retainers. No beehive valve springs.
5. Stock length and diameter pushrods only.
6. Stamped steel 1.5 rockers on Chevy, 1.6 on Ford and Chrysler, NO roller tips.
7. Open chambered heads must be unaltered, OEM. No porting, polishing, or gasket matching allowed.
8. 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. Screw in studs and guide plates okay. 305 engines may use 305 heads (no vortec).
9. Screw-in studs and guide plates are permitted.



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10. Stock OEM unaltered aluminum or cast-iron intake only. No bowties. No porting, polishing, cutting, or gasket matching.

ENGINE OPTION #1 AFTERMARKET ENGINE COMPONENTS ALLOWED (No alterations, must be as produced)

A. Chevrolet

- Crank: Scat SCT-9-10442, SCT-9-1056, Eagle 103503480, Eagle 103523480
- Heads: Quest Part No. CH350I, Dart Part #10024360, Dart Part #91624360
- Intake: Edelbrock #2101 or #2701
- Piston: Summit #SUM-17360FC, SPEEDPRO-2256, ICON#FHR IC-9913, DSS#K8702-4000
- Rod: Scat SCA 25700P, Eagle EAGSIR5700BPLW

B. Ford 351 Windsor

- Crank: #SCA-9351W05
- Intake: Edelbrock #2181
- Piston: #IC9925
- Rod: #SIR5956FP

ENGINE OPTION #2

1. Crate engines must utilize an MSD 8727ct rev control, set at 6200 RPM.
2. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) Commonly referred to as “602” engine.
3. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory.
4. The ONLY seals allowed for competition are:
 - a. **GM twist off bolt engines ARE NOT legal**
 - b. Chevrolet Performance cap seals
 - c. Crate USA Gen IV(Green) or Gen V(Black) cable seals, IMCA cable seals allowed.
 - d. No ACAS, NDRA, Crate USA Gen I (Silver), Gen II (Blue), Gen III (Yellow) will be allowed.
 - e. To compete with ANY other seal/sealing system, contact Sabine Speedway for approval .



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5. Must utilize one (1) unaltered cast Holley 4412 two-barrel only (see rule CARBURATION AND FUEL SYSTEM). Carburetors shall be subject to claim.
6. Crate Engine is not subject to claim, but must have a prominently displayed “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 Crate Engine will be eligible to be claimed.
7. Must be unaltered and sealed from the factory at appropriate points (intake, head, timing chain cover and oil pan) with approved cables and cap screws. Any altered, damaged, or missing cap screws or cables will result in the driver being disqualified from that event, loss of all track points, and fined \$1000. Fine must be paid in full before being allowed to race again at Sabine Speedway.

ENGINE EXHAUST (ALL ENGINE OPTIONS)

1. Stock unaltered cast iron exhaust manifolds only no porting or grinding allowed.
2. No welding exhaust pipe to manifolds or modifying OEM exhaust flanges.
3. No Chevy center dump, Corvette, marine, Lt1, or tubular steel type manifolds.
4. No adaptors between head and manifold, must be able to use all OEM exhaust bolt holes in head.
5. No two into one exhaust or x pipes must remain duals.

CARBURATION AND FUEL SYSTEM (ALL ENGINE OPTIONS)

1. Cast Holley 4412 -2 barrel only.
2. Holley 4412 – Part #L6R3250B are illegal. Holley 4412 – Part #L6R199B is legal.
3. Must be unaltered. NO screw in air bleeds, NO powder coating, or any modifications.
4. Choke plate may be removed. 4412 must be cast into the choke horn of carb.
5. Maximum spacer and adapter 1” combined total with gasket.
6. Fuel pump must be in stock location for make. NO electric pumps or fuel injection even if factory equipped.
7. NO fuel pressure regulators. NO fuel bypass systems or any cool can devices.
8. Air Cleaner MUST be able to be removed without any tools.

TRANSMISSIONS



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1. Any stock type automatic or cast iron 3 speed OEM manual. No 4 or 5 speed transmissions.
2. Automatics must have stock appearing working 11" torque converter cannot be smaller with a ring around it.
3. Scatter shield recommended for automatic transmissions.
4. Aftermarket bell housing on automatic transmission is allowed.
5. No direct drives.
6. All gears and planetary must remain in OEM configuration.
7. Hardened input shaft OK.
8. Transmission Cooler OK.
9. Manual must have single disc 10.5" clutch, flywheel and pressure plate must be steel, steel bellhousing recommended, minimum 15lb steel flywheel.
10. No mini clutches.
11. Steel drive shafts only must be painted white and have a loop 6" from the front u-joint.
12. Torque converter must be steel.

FUEL

1. Gasoline or Racing Gas allowed. No Methanol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethyl hexanol.
2. Gasoline or Race Gas – specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with: a. specific gravity of .745 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing. b. It is the competitor's responsibility to know what is being put into their fuel cell.
3. Fuel cell must be secured in the trunk any part of the fuel cell cannot be forward of any part of the rear end.
4. Fuel cell must be visible for inspection purposes from the top through a removable stock appearing trunk lid.
5. Fuel cell vents, including cap vent, must have check valves.
6. Fuel cell must have an aircraft style positive seal filler neck/cap system. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.
7. Fuel line(s) passing through the driver's compartment must be enclosed in a metal pipe or metal conduit. Fuel filters are not allowed in the driver compartment.



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SUSPENSION

1. Front and rear suspension must be stock unaltered OEM for that make and model of frame, ball joints, spindles, and all components.
2. Lower control arm bushings OEM design only and cannot be steel, aluminum or grease able type. Lower A-Frame mount may not be notched for clearance.
3. No air shocks. No alterations to any part of the suspension or frame will be allowed.
4. May run spec IMCA (No Stickers required) type upper control arms 8" or 8 ½" length only. Sway bars must be stock for make and model mounted in OEM mounts.
5. At ride height no part of the frame can be touching Stock suspension stops.
6. Shocks must have stock type rubber ends, must be mounted in stock location on frame with no control arm and rear-end. Cannot space shocks up or down.
7. 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 at any time. Shock body must be steel.

SPRINGS

1. Racing Springs okay. Non-progressive coil springs only. Must be closed end. Cannot be cut or altered from original manufactured shape.
2. Minimum length (Free Height) of front springs 11" tall free height. 5" minimum diameter.
3. Maximum length (Free Height) of rear springs 14" tall free height and both sides must be equal and in stock location. .5" minimum diameter.
4. No spring rubbers, no adjustable weight jacks of any kind, and must sit in unaltered top and bottom stock mounts.

BALL JOINTS

1. May run aftermarket ball joints but must be stock OEM dimensions.
2. Rebuildable ball joints okay.

REAR END

1. Stock rear-ends for make and model, no modifying axle bearings or length.
2. All brackets, control arms, and shock mounts must be in stock location.



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3. All trailing arm bushings must be OEM or OEM replacement with OEM design, NO ALTERATIONS.
4. Rear end may be braced for strength.
5. Upper and lower trailing arms may be braced for strength.
6. Gears may be locked, must use stock unaltered ring gear, carrier may weld or use bolt in locking blocks.
7. No full spools, Detroit lockers or torque sensing devices.
8. Optional spring cups will be allowed on rear-end housing and must be welded flat on the center of the rear-end and be in line with the OEM spring mounts left to right. Both sides must match.
9. OEM spring mounts may be removed from the housing.
10. Ballast may not be mounted to rear end housing.

STEERING / DRIVER SEAT

1. Steering boxes must remain in stock location.
2. Aftermarket steering wheel and quick release steering coupling are recommended.
3. Quick steer boxes allowed.
4. All components must be steel, unaltered OEM, and OEM location and match frame. Exceptions are: tie rod end adjusting sleeve may be replaced with 5" steel tube, replacement spindle with SPEEDWAY MOTOR raised cast part number #91034501; bolt on OEM spindle savers allowed.
5. NO part of the driver seat may be no further back than 25" forward of the centerline of the driver's side axle tube.
6. Aluminum Racing Seats. No Fiberglass or stock seats allowed.
7. No knobs, handles, or levers other than the gas pedal and brake pedal allowed for adjustment of carburetor, ignition timing, or brakes.

RADIATORS

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



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IGNITION

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

BRAKES

1. May use any (1) one master cylinder. Aftermarket pedals OK and dual (2) master cylinders ok.
2. Must have at least 3 working brakes. Right front may be blocked.
3. No Brake Gauges.
4. No electric or manual cut-off switches or valves allowed.
5. Disc brakes allowed in the rear.
6. No aluminum or composite rotors or calipers. Must use steel stock type rotors on rear disc. No scalloped or vented rotors allowed, even if factory equipped. Must have a rotor on all 4 corners of the car.
7. No lighting of components.
8. Optional (1) manual brake shut off valve allowed underneath hood to the right front only.
9. No electric shut off valves.

TIRES AND WHEELS

1. 8" maximum wide wheels allowed, 15" diameter steel wheels only.
2. No bead locks or screws allowed. Mud plugs and wheel covers allowed ONLY on the right side.
3. 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.
4. NO bleed off valves.
5. Must run 1" steel lug nuts.



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6. Wheel spacers/adapters can only be a maximum of 1" combined per wheel. Aluminum Wheel Spacers and Adapters only.
7. Approved unaltered Hoosier asphalt F45 pull offs only. Must durometer 60 or higher before race. Tires must durometer a minimum of (54) after the race. A grace time of (10) minutes will be allowed for the tire to cool. Subject to inspection any time before or after the race.
8. No grooving, siping, softening, needling, metal grinding disc, treating, softening, or wrapping in plastic allowed.
9. Deglazing with sandpaper disc ONLY allowed but cannot leave any grinding marks and is subject to inspection before or after race.

TIRE TESTING

1. Sabine Speedway reserves the right to test tires at any time while a competitor is signed into competition and on any tire on the car or in the competitor's pit area. The procedures and penalties are outlined in Sabine Speedway's Tire Testing Rules and Authorization form.

WEIGHT

1. Weight may be securely added in trunk or under the hood, but not in plain view or within the driver's compartment must be painted white with car number.
2. Car must weigh a minimum 2900 lbs. with the driver after the race.
3. No weight mounted to rear end housing.
4. All weight 25 pounds and less must have at least 1 half inch diameter bolt securing it to frame.
5. Weight over 25 pounds must have 2 half inch diameter bolts securing it to the frame.
6. No stacking of weight.

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.



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CLAIM PROCEDURE RULES

1. The official claiming area is in the tech area, or wherever track designates.
2. Claim must be made immediately after the “A” feature race finishes (checkered flag).
3. Only the driver may make the claim. Driver must have money.
4. The claiming driver must be on the same lap as the driver being claimed.
5. Only the top three cars may be claimed by another driver.
6. A driver can claim another driver’s engine, carburetor, distributor, or shock.
7. Multiple claims on the same engine, carburetor, distributor, or shock: A draw will be held with claiming drivers to determine who gets the claim.
8. Refusal to sell will forfeit all cash, trophies, and points for the night. If a claim is refused, claim is NOT held against the driver who made the claim.

ENGINE CLAIMING RULES

1. 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. Applies to Engine Option #1 Engines ONLY
 - b. \$500 and swap claim on engines.
 - c. Claim does not include - Flywheel, clutch/assembly, bell housing, breathers, carburetor, starter, motor mounts, oil/temp sending units, water pump, fan, pulleys, dipstick, distributor, wires, water outlet/restrictor, fuel pump, fuel pump plate/rod.
 - d. Drivers 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.

CARBURETOR / DISTRIBUTOR / SHOCK CLAIM RULES

1. Carburetor claim- \$200.00 and swap
2. Shock or Spring claim- \$20.00 each and swap
3. Distributor claim- \$100.00 and swap

BODY SPECIFICATIONS

- A. Only stock appearing plastic nose and tail pieces are allowed (no late model noses).
- B. Minimum 5.5” from the ground.



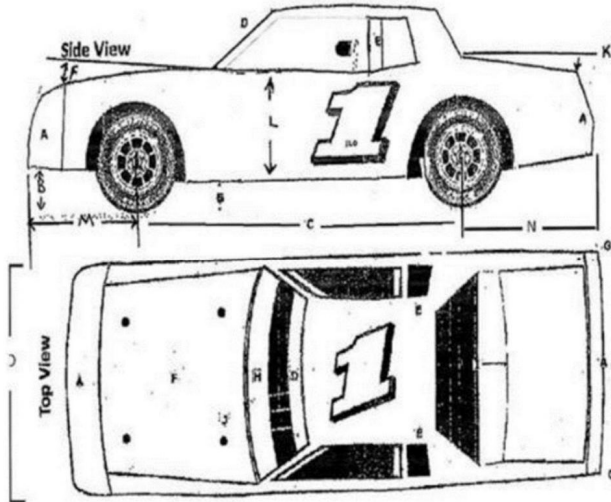
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- C. Minimum 107.5" wheelbase +/- 1/2" side to side.
- D. Max 7" visor, no side visor on body or cage.
- E. B pillars must be stock OEM dimensions. Side windows must be OEM or a min height of 16.5" +/- 1". Rear side window cannot be closed off. Roof must be stock steel OEM. No Wedge Roofs.
- F. Stock appearing aluminum body ok. Hood cannot have more than 5" of rake to the nose for GM, and 6" for Fords. Must look factory.
- G. Stock rear bumpers ok, must be tied to the body with 4" flat plate if it's not inside the tail piece. Front bumpers not covered with a plastic nose cannot be wider than the stock frame horns even if it's a stock front bumper.
- H. Rear of the dash can be no more than 35" from the center of the distributor or 28" from the back of the stock hood.
- I. Rear deck may only be 8" in front of the center of the rear end.
- J. Must have a minimum of 3 windshield bars in front of the driver.
- K. Trunk and rear quarters must have a min 2" rev rake.
- L. Any fabricated doors steel or aluminum door height must be a min of 27" and a max of 29".
- M. Max 47" from center of spindle to front of nose.
- N. Max 50" from center of axle to rear of car.
- O. Max 73" width of body.
- P. Hood opening has to be at least 42" min centered between frame rails.



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Q. Trunk opening has to be at least 42" min centered between frame rails.



PROTEST RULE

1. Any driver in the same race on the lead lap may protest another car immediately after the feature in the tech area.
2. \$250.00 cash per component \$50.00 to the track.
3. If legal, the protested car gets \$200.00.
4. If illegal, the protestor gets \$200.00 back.
5. Laboratory Testing of Tire protest will cost an additional \$300 (to cover testing) on top of the regular \$250 protest fee.