



V8 Stock

APPROVED MODELS:

- 4.8L Chevy motors
- 5.0L Ford motors
- 350 2 barrel, must pull 20" of vacuum
- 351 Windsor two barrel, must pull 20" of vacuum
- Dodge 318= 5.2L, 4.7L (no HEMI)

BUMPER:

- Stock rear and front bumpers must remain
- All collapsible bumpers must be welded
- Any reinforcing must remain behind the grille and bumper area
- One nerf bar (rub rail) is acceptable, not higher than 18" from the ground with 1" tolerance
- Must not stick out past the tire and no larger than 1-1/2", with no sharp edges
- Must be flush with body, turn in at the end of rub rails

TOW HOOKS:

- Hooks are required in the center of the front and rear bumpers
- May consist of chain or steel hook, large enough to receive a tow hook
- Must be fastened to a sturdy structure

CHASSIS AND SUSPENSION:

- No altering of frames for any reason
- Frames can be reinforced, the rear frame section can be replaced or repaired from the center of the rear-end housing back
- No altering of the chassis or suspension design or location
- Springs must be stock and remain in stock location; springs must match coil for coil, leaf for leaf etc.
- One shock per wheel, no racing shocks, or springs
- Shocks maybe remounted, but suspension parts may not be cut or altered in any way
- Standard aftermarket A-arms permitted
- Any stock production rear end permitted
- Minimum weight 3000lbs without driver
- No jack bolts. If you have them, they must be removed

- Suspension components may be reinforced for strength, but they cannot be redesigned
- Must remain OEM design

TRANSMISSION:

- Stock manual or automatic transmission, no altering of any kind
- Must be mounted in the stock location using stock mounts
- Stock clutch assembly only, with steel flywheel
- Clutch disc and flywheel must be for the size engine being used
- Plating covering transmission tunnel must be 1/8" thick
- Stock torque converters only, must be for that size engine being used
- Fluids must be retained in the torque converter
- Transmission coolers are permitted; must be mounted in a safe location outside drivers' compartment
- All cars must have reverse gear in working order

ENGINE:

- You may use a washable air filter, which must fit into the air box. No holes permitted
- Any North American made motors 1975-86, engine block can be 1975 and newer
- All fuel injected cars must have a working OBD2 system
- Engines must match model of car. (i.e. Honda with Honda, Dodge with Dodge, etc.)
- No aftermarket parts permitted
- No GM Performance, Bowtie, SVO, Ford Motorsport, Mopar Performance, Mercuser or Volvo etc.
- Exhaust must point away from fuel tank

FLOOR:

- Floor must be complete and intact
- All holes must be covered with stock thickness metal

GAS TANK:

- If original gas tank is ahead of the back of the rear wheels, it must remain and be used and must have a steel skid plate
- Fuel cells optional

HOOD:

- Full stock hood, secured by pin (one on each corner) is **MANDATORY**
- All insulation under hood must be removed

BATTERY:

- The battery can be located anywhere ahead of the front firewall and under the hood or if mounted inside car must be securely bolted down and inside a marine case and securely bolted down

INTERIOR:

- Stock dash optional
- Stock gear shift, steering shaft, pedals and driver's seat must remain
- Aftermarket oil pressure and heat gauges are permitted
- Roof insulation, floor covering and rear seat must be removed
- All flammable material must be removed

SEAT:

- Seat must be bolted to roll bar to prevent back of seat from going forward or backward
- Aluminum racing seats are permitted and must be bolted to shoulder height cross pipe of roll bar
- 5-point harness mandatory
- Harness must be securely fastened

MIRROR:

- One driver's side mirror will be permitted with a maximum measurement of 4" at any given spot
- Must not extend past body

NUMBERS:

- Numbers must be 18" tall on both doors, roof and readable from Grandstands
- Recommended white on dark surfaces or dark on light surfaces.
- Required 6" number on top passenger side corner of windshield
- No profanity of any kind on cars
- Maximum 2-digit numbers only
- Numbers deemed too difficult to see by the officials for scoring purposes will be notified and expected to make necessary changes.
- **Make sure numbers are not taken before adding your numbers to your car**

RADIATORS:

- No antifreeze

TIRES & WHEELS:

- All-Season tires permitted only, NO WINTER TIRES
- No grooving or cutting tires
- Can strengthen stock rims with rebar
- Any wheel permitted; stock bolt pattern only
- No bead lock
- Aftermarket nut recommended for all wheels

BODY:

- All chrome mouldings, ornaments, door handles, glass, taillights, head lights or plastic components must be removed
- Windshield must remain or have Lexan, with proof of purchase
- The steel should be the thickness of an oil barrel
- Trunk floor may be altered from behind the rear firewall
- Aftermarket body panels may be used
- No two seat sport cars, no four wheel drive cars, no front wheel drive
- Entire body must remain as complete and stock as possible
- Plastic nose fronts and rear are permitted.
- Fender well may be cut out for tire clearance only.
- Full front firewalls must remain stock
- Uni-body cars must have front and rear connected with 2"x2" tubing
- Rear window shelf must be sealed off from the drivers compartment

- All doors must be welded shut
- All cars must have a steel plate on the outside of the pipes, going through the drivers' door
- Mudflaps are mandatory

VEHICLES CONSIDERED BY THE VALLEY RED DIRT RACERS ASSOCIATION TECH, TO HAVE ALTERED COMPONENTS, COULD BE SUBJECT TO REJECTION OR DISQUALIFICATION.

THE ASSOCIATION PRESIDENTS' DECISION, SHOULD IT BE REQUESTED, WILL BE FINAL!