



STOCK ELIMINATOR

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IHRA Stock Class Designations

Manual Transmission Classes (preceded by car number):

- FS/AAA, FS/AA, FS/A, FS/B, FS/C, FS/D, FS/E, FS/F, FS/G
- FS/H, FS/I, FS/J, FS/K, FS/L
- AAA/S, AA/S, A/S, B/S, C/S, D/S, E/S, F/S, G/S
- H/S, I/S, J/S, K/S, L/S, M/S, N/S, O/S, P/S, Q/S
- R/S, T/S, U/S, V/S, W/S

Automatic Transmission Classes (preceded by car number):

- AAA/SA, AA/SA, A/SA, B/SA, C/SA, D/SA, E/SA
- F/SA, G/SA, H/SA, I/SA, J/SA, K/SA, L/SA
- M/SA, N/SA, O/SA, P/SA, Q/SA, R/SA, T/SA, U/SA, V/SA, W/SA

Front-Wheel Drive Classes (preceded by car number):

- AAF/S, AF/S, BF/S, CF/S, DF/S, EF/S

IHRA STOCK CLASS ELIGIBILITY & GUIDELINES

Reserved for:

- 1955 or newer model-year factory-production automobiles and some sports cars.

Classification:

- Based on IHRA performance rating listed in the Official IHRA Stock Car Classification Guide.
- Only vehicles listed in the official guide are eligible for competition.

Vehicle Requirements:

- Must be factory-production assembled.
- Must be available in showrooms and sold to the general public.

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- Minimum of 500 units of a particular body style must be produced for general eligibility.

Special Production Runs:

- OEMs may apply for inclusion of special production runs in the IHRA guide.
- Special runs must:
 - Include at least 50 units of an already accepted body style.
 - Do not need to be showroom available.
 - Applications evaluated individually.
 - Acceptance does not set a precedent for future inclusion.

ENGINE

Air Cleaners

- Optional; must retain OEM automotive configuration.
- Base may be trimmed but not fabricated (no welding, bolting, etc.).
- No ram tubes, velocity stacks, or non-stock base plates.
- Must be affixed to carburetor per OEM if extending through hood.

Blueprinting

- Permitted per IHRA Specifications.
- OEM components (e.g., heads, rods, crankshaft) must be retained and unaltered unless otherwise specified.

Camshaft/Lifters

- Must retain stock lift per IHRA Tech Bulletins.
- Max lift for FWD and trucks: .430 inch or OEM, whichever is greater.
- Aftermarket lifters OK; solid lifters may replace hydraulic.
- Roller lifters not allowed if originally flat tappet.
- No aftermarket gear drives/belts.
- Adjustable pushrods or rocker arms (not both) allowed; must match or exceed OEM weight.

Carburetor

- Must match engine's correct year, make, and model.
- Limited internal mods (e.g., resizing passages, drilling idle holes).
- No external modifications like sandblasting or coating.
- Replacement carbs must match OEM spec.
- Computer carbs replaced with non-computer versions OK.

Connecting Rods

- OEM or IHRA-accepted aftermarket rods allowed.
- Must meet minimum assembly weight.
- Polishing and grinding beams allowed; shot-peening OK.
- Length tolerance $\pm .025$ inch.
- Spacer bearings not allowed.

Cylinder Heads

- Must match year and HP claim per IHRA Tech Bulletins.
- No porting, welding, epoxy, or combustion chamber mods.
- Must retain OEM-size valves at OEM angles ($\pm 1^\circ$).
- Aftermarket steel valves OK; titanium only if OEM.
- OEM appearance and volume required; external mods prohibited.

Engine

- Must be same year/make as car.
- No special equipment kits or crossbreeding parts.
- Max overbore: .080 inch.
- OEM or IHRA-accepted aftermarket crankshaft mandatory.
- Billet cranks prohibited unless OEM; normal balance job only.
- Lifter bores may be re-machined; sleeving allowed.
- SFI Spec 18.1 balancer required in specified classes.

Superseded/Replacement Parts

- Limited to heads, intake, crank, block, transmission.
- Must be manufacturer-listed and IHRA-accepted.

Exhaust System

- Optional.
- No adapter, port, or header plates.
- Turbo must stay in engine bay.
- Mufflers may be required by local ordinance.

Fan, Generator, Water Pump

- Belt-driven alternator/generator required.
- Electric fans/water pumps OK.
- No smog pump crankcase evacuation.

Fuel

- IHRA-accepted racing gasoline only.
- No propylene oxide or nitrous.

Fuel Injection

- OEM throttle body, plenum, manifold required.
- Larger injectors OK if manifold unmodified.
- Drive-by-wire may convert to mechanical linkage with proper EFI.

Fuel System

- One mechanical and one electric fuel pump allowed.

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- Electric pump must shut off with ignition.
- Max 12 inches rubber fuel line; all other lines metallic.
- Cool can allowed; components must be ahead of firewall.

Gaskets

- Any replacement gasket allowed.
- Deck clearance must compensate for gasket thickness changes.
- No heat-insulator carb gaskets; max two stock-type gaskets.

Gas Tank

- Must match car's year/make/model; in stock location.
- Fuel cell (max 16 gal) OK with firewall and OEM tank removal.

Intake Manifold

- Must retain stock, unaltered form matching year/HP.
- No internal or external modifications or coatings.

Intercooler

- Intercooler tanks must be in engine compartment.

Oil Pan

- OEM or IHRA-accepted aftermarket allowed.
- Modifications not allowed, but crossmember may be altered for removal.

Oil Pump

- OEM or OEM-type only; location and system must remain OEM.
- Dry sump prohibited; accumulator allowed.

Pistons

- Must retain OEM head configuration and be IHRA-accepted.
- No machining or modifications; visible part number required.
- No gas porting or top coatings (skirt coatings OK).
- Must meet assembly weight requirements.

Radiator

- Full-size stock radiator mandatory; aluminum OK.
- Must match stock dimensions; no cutting/denting allowed.

Rocker Arms

- OEM or aftermarket allowed.
- Roller tips/pivots allowed.
- Must match original mount type.
- Stud girdles not allowed.

Spark Plugs

- Any type for automotive use OK.

Throttle Body

- Must match correct year/make/model.
- No modifications.
- Replacement throttle bodies must match OEM specs.

Throttle Linkage

- Any progressive or positive-action linkage permitted.

Torque Strap

- Permitted on one engine side only.

Turbochargers

- Size limited by housing bore at leading edge of impeller.
- Max bore: 2 mm over allowed size.

Valve Covers

- Aftermarket allowed.

Valve Springs

- Any spring allowed; no cylinder head modifications.
- Steel retainers mandatory; spring cups OK only if no head mods.

DRIVETRAIN

Clutch, Flywheel, Flywheel Shield

- Clutch and flywheel must meet SFI Spec 1.1 or 1.2 (max two-disc).
- Steel flywheel shield meeting SFI Spec 6.1 mandatory for all V-8 cars with clutch.
- No modification of flywheel shield for clutch adjustment or cooling holes.

Driveline

- Aluminum driveshafts prohibited except OEM.
- Carbon fiber driveshafts prohibited.
- Driveline loop required on all RWD cars.

Rear End

- Rear end may be replaced with one from same manufacturer; truck rear ends prohibited.
- Aluminum center sections allowed if originally equipped.
- No change to distance between backing plates.
- Any gear ratio allowed if it fits third-member case/housing.
- Limited-slip and ratchet-type rear ends permitted.
- Spools only with aftermarket axles.
- Aftermarket axles not required for FWD vehicles.
- Larger brakes and reinforced spring perches permitted.
- Rear ends can be narrowed or widened to match original width.
- Rear-end housing bracing allowed.
- Swing axle differential can be replaced; 9-inch housing allowed (2008+ vehicles).
- Must retain stock trailing arms; Panhard bar mandatory.

- Frame notching for driveshaft clearance permitted.
- Coil-over shocks and four-link setups prohibited.

Automatic Transmission

- Any same-make model with up to three forward speeds (unless OEM has more).
- Overdrive not required; reverse gear mandatory.
- Case must be OEM or IHRA-accepted aftermarket meeting SFI Spec 4.1.
- IHRA-accepted adapter plates allowed.
- Shifting pattern mods allowed if full pattern retained (must include park and reverse).
- Gear changes must occur internally or via direct driver action.
- Lockup converter allowed only if OEM-equipped and OEM transmission used.
- Lockup converters otherwise prohibited.
- Electronic shift controls allowed only in computer-controlled vehicles and must shift via valve body by RPM/time only.
- Prohibited: shifting by line lock, wheel/driveshaft speed, GPS; air/electric shifters in non-computer EFI vehicles.
- As of Jan 1, 2026: RPM-activated pneumatic/electric shifters permitted.
- Deepened oil pans permitted.
- Drilling of case or engine block for adapter prohibited.
- Functional neutral safety switch required.
- Transmission brake prohibited.
- Tailshaft mods for bushing or IHRA-accepted replacements permitted.
- Cars quicker than 10.99 must have SFI 4.1 transmission shield.
- SFI 29.1 flexplate mandatory for V-8s; cars quicker than 9.99 also require SFI 30.1 flexplate shield.

Manual Transmission

- OEM or IHRA-accepted aftermarket with same number of forward gears (O.D. not required), plus reverse.
- Gear changes must result from direct driver action.
- Pneumatic, hydraulic, electric shifters prohibited.
- Floor-shift conversion kits allowed.
- Clutchless transmissions prohibited; clutch must be used conventionally.
- Three-speed-only combinations may use any four-speed.

Brakes

- Must use stock 4-wheel hydraulic or aftermarket discs with:
 - Minimum 3.5 in² piston area per wheel.
 - Minimum rotor size: 10.25 in x 5/16 in thick.

- Dual-reservoir master cylinder required with modified system.
- Dual rear calipers allowed; one hydraulic line max.
- Rear-wheel line-loc prohibited; front-wheel line-loc permitted.
- Parking brake optional.
- Carbon-fiber and titanium rotors prohibited.
- All line-locs must be spring-loaded/self-returning.

Power Steering

- May be removed or converted to manual.

Shocks

- No pneumatic or electric shocks unless OEM.
- No additional reservoirs.
- OEM coil-over vehicles may use manually adjustable coil-over springs.

Front Suspension

- Must retain complete OEM front suspension.
- Aftermarket tie rods with Heim joints allowed.
- Lower control arm may be machined for larger shocks.
- Lift kits/travel limiters prohibited.
- Sway bar optional.

Rear Suspension

- Must remain as produced, with exceptions:
 - Leaf springs can be added/removed if length/mounting points retained.
 - Coils can be clamped/spaced if stock mounts used.
 - Solid bushings allowed.
 - Coil spring vehicles may relocate rear-end upper control arm.
 - Rear trailing arms may be replaced with IHRA-accepted OEM-style units.
 - Aftermarket lowers must be non-adjustable with bushings.
 - Aftermarket uppers may be adjustable with Heim joints.
 - Torque arms only if OEM-equipped; OEM attachment points must be retained.
 - Sway bars optional.

Traction Bars

- Traction bars or pinion snubbers allowed.
- Stock shocks/springs may not be moved for traction bars unless new spring perch used.

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- Bolt-on devices allowed if front mount matches OEM spring eye/control arm position.
- Device must install under spring and bolt to its rear attachment point.
- Bars/brackets can't be lower than lowest point of rear-wheel rim.
- Weld-on bars, ladder bars, wheelie bars prohibited (except AF through EF).

Wheelie Bars

- Permitted.
- Brackets may be welded to axle housing.
- Must be stand-alone, not connected to suspension.
- Max length: 48 in or to rear bumper, whichever is longer.
- Trunk floor may be notched to accommodate.

IHRA STOCK CLASS

Frame & Chassis

- **Ballast**
 - Weight box allowed; max 100 lbs removable (2 boxes max, 50 lbs each).
 - Must be attached to frame or crossmember with two 1/2" bolts minimum.
 - Cannot be attached to roll cage or bar.
 - Additional ballast must be permanently secured (two 1/2" bolts per 100 lbs; nut welded to bolt).
- **Bumpers**
 - Full stock bumpers, guards, braces (front and rear) mandatory as per make/model/year.
 - Rear bumper optional for stock trucks.
 - No removal of energy-absorbing structures.
 - Rear bumper cover may be notched/slot-cut for wheelie bar clearance only.
 - Complete removal or full-width trimming of bumper cover not allowed.
- **Frame**
 - Must be stock frame/subframe for body used.
 - Subframes on unibody cars may be joined.
 - Max allowed material size: 2"x3"x1/8".
 - Round tubing permitted to tie subframes in a straight line through the floor (floor must be fully welded to structure).

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- **Ground Clearance**
 - Minimum 3" from car front to 12" past front axle centerline.
 - 2" minimum for remainder of vehicle (except oil pan and headers).
- **Motor Mounts**
 - Steel replacements allowed (rubber-elimination design).
 - Engine must remain in stock location (height, setback).
 - Motor plates and mid mounts not permitted.
- **Parachute**
 - Required on vehicles reaching 150+ mph.

Roll Bars & Roll Cages

- **Roll Bar**
 - Mandatory in:
 - All AA/S through M/S, AA/SA through M/SA, FS/AA through FS/L classes
 - Convertibles
 - Any car running 11.49 seconds or quicker
 - Six-point attachments allowed; front braces may not extend past firewall.
- **Roll Cage**
 - Required in any car running 9.99 or quicker.
 - SFI 25.5 cage required for Stock cars running 8.49 or quicker.
- **Roll-Cage Padding**
 - SFI 45.1 padding mandatory for vehicles running 9.99 or quicker.
 - Must be used wherever helmet could contact cage.

Weight & Wheelbase

- **Weight**
 - Must meet class minimum weight; cannot exceed the next heavier class minimum.
 - Weight additions must be securely fastened (see Ballast).
 - Weight determined without driver; 170 lbs added for driver for total.
 - Cars weighed with driver onboard.
- **Wheelbase**
 - Must retain stock wheelbase $\pm 3/4"$ of factory spec.
 - Max variation left to right: 1".
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- Altering wheelbase, overhangs, or axle locations prohibited.

TIRES & WHEELS

Tires

- Must be street-type or drag slicks; max 9" tread width.
- Max size: 9" wide x 30" diameter (94" circumference).
- Wear limit: 10" maximum width.
- Front tires must have full street tread; minimum 4.5" width on ground.
- Tread may not extend beyond fenders; max 3" clearance from sidewall to body.
- Slicks allowed on FWD; treaded tires required on AWD front.
- No retreaded/recapped tires.

Wheels

- Aftermarket racing wheels allowed.
- Wire or motorcycle wheels prohibited.
- Wheel/tire combo must not require wheelwell mods.
- Minimum diameter: 14" unless factory-equipped with smaller wheels.

INTERIOR

Steering Wheel

- Aftermarket allowed; minimum 11" diameter.
- Removable wheels allowed.
- No lengthening of steering column.
- OEM column length must be maintained.

Upholstery

- Full factory-type interior required (mats, carpet, door panels, headliner, front & rear seats).
- No gutting permitted.
- Driver seat may be bolted; rear seat may be removed for roll bar (area must be finished per OEM).
- Aftermarket or OEM full-size front seats allowed (must match).
- If aftermarket driver seat used, passenger seat must be full-size and match.

Window Net

- Mandatory: Ribbon-type or SFI 27.1 mesh-type.

IHRA STOCK CLASS – BODY & CHASSIS REGULATIONS

Body Modifications

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- No alterations or customizations allowed, except for paint.
- Convertibles must run with the top up.
- Sedan deliveries, Rancheros, El Caminos, etc., allowed only if properly classified and meet all class rules.
- Front or rear suspension height changes are prohibited; vehicle must maintain a level stance unless it has a forward rake.
- Rocker panel bottom must not be higher than rear axle centerline.
- Solid body mounts allowed if same size as original; no lightweight substitutions.
- OEM front/rear spoilers/air dams allowed on FWD vehicles.

Fenders

- May be trimmed for tire clearance (max 2 inches).

Fender Splash Pans

- Mandatory.
- May be trimmed for up to 2 inches of header clearance.

Firewall

- No alterations unless explicitly allowed.
- Firewall coverings not permitted.
- Heater/AC removal must be covered with minimum .024" steel or .032" aluminum.
- C5/C6 Corvette may have minor firewall mods for transmission installation.
- Roll cage tubing can run over/along fender well/strut tower to frame horn.

Floor

- Complete stock floor in original location required.

Grille

- Must be original for claimed make/model/year.
- No covers allowed in front of or behind grille.

Hood

- Must retain full stock configuration (latches, hinges, springs, etc.).
- Aftermarket or non-OEM scoops/hood openings prohibited.
- OEM openings must retain original parts.
- Nonfunctional scoops permitted on FWD vehicles if OEM-available.

Street Equipment

- Not required: wipers, heater/AC components (controls must stay in dash).
- One working headlight and one taillight required.
- Turn signals not required to be functional.

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Windows & Windshields

- Must be clear and in good condition (OEM tinted safety glass allowed).
- Must be operable but remain closed during runs.
- Truck rear glass may be replaced with 1/8" shatterproof material to accommodate roll bar/cage.

IHRA STOCK CLASS – ELECTRICAL RULES

Batteries

- Must remain in stock location.
- Must reliably start vehicle.
- Second battery allowed in trunk if securely mounted.
- Both batteries must be same type, size, and weight.

Delay Boxes/Devices

- Strictly prohibited.

Distributor

- Any battery-operated stock-type ignition allowed.
- Crank trigger systems prohibited unless OEM-equipped.
- Distributorless ignitions must retain OEM number of coils.

Ignition Control

- Two-step systems allowed if foot-activated (brake, clutch, or pressure switch).
- Hand release activation not allowed.
- All ignition wiring must be visible, labeled, and traceable.

Dashboard & Instruments

- Full OEM dashboard must be retained, including instruments and controls.
- Heater/AC units may be removed, but dashboard controls must remain.
- Additional gauges (tach, pressure, etc.) optional.

Master Cutoff Switch

- Required for cars with a trunk-mounted battery.

Starters

- Aftermarket starters permitted if mounted in stock location.

Support Group

- Computer/Data Recorders:
 - Original OEM computer may be replaced with aftermarket computer.
 - Data recorders are permitted.
 - Non-OEM or non-OEM replacement computers are prohibited.

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- **Tow Vehicles:**
 - Use of tow vehicles is prohibited.

DRIVER: 10

- **Credentials:**
 - Valid IHRA Stock license mandatory for cars running 9.99 seconds (6.39*) or quicker.
- **Driver Location:**
 - Driver must be in the stock location; no part of the head may be behind the "B" post.
 - Seat location may not be revised.
- **Driver Restraint System:**
 - SFI Spec 16.1 driver restraint system (including crotch strap) required in:
 - Classes AA/S through M/S
 - Classes AA/SA through M/SA
 - Classes FS/AA through FS/L
 - All convertibles
 - Any car running 11.49 seconds or quicker
 - Restraint system must be updated every two years from the date of manufacture.
- **Driver Weight:**
 - All cars are weighed with driver.
 - Add 170 pounds to classification weight for the driver to determine minimum weight.
- **Helmet Requirements:**
 - For 10.00 seconds and slower:
 - Open-face or full-face helmet mandatory.
 - Acceptable standards: Snell M2015, M2020, SA2015, SA2020; FIA 8860-2010, 8859-2015, 8859-2024, 8860-2018.
 - Modifications reducing vision are prohibited.
 - Max 1-inch visor strip from top allowed.
 - For 9.99 seconds and quicker:
 - Full-face helmet mandatory.
 - Same standards and rules as above apply.
- **Protective Equipment:**
 - Mandatory: full-length pants, short- or long-sleeved shirt, closed shoes, and socks.
 - Prohibited: shorts, tank tops, open-toe/open-heel shoes, sandals.
 - Synthetic clothing is not recommended.
 - SFI Spec 3.2A/1 jacket and pants required in:

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- Classes AA/S through M/S
- Classes AA/SA through M/SA
- Classes FS/AA through FS/L
- Any vehicle running 11.49 seconds or quicker
- SFI Spec 3.2A/5 or 3.4/5 jacket and pants and SFI Spec 3.3/1 gloves required in any vehicle running 9.99 seconds or quicker.
- Neck Collar:
 - SFI Spec 3.3 neck collar mandatory in any vehicle running 9.99 seconds (6.39*) or quicker or exceeding 135 mph.
 - Head and neck restraint system may be used instead of collar.

Stock GT - Autos and Trucks

Seven classes restricted to 1980 and newer body styles incorporating accepted engines from models years 1955 to 1979. All rules except the ones listed below are the same as Stock class.

Numbers must be at least 4" high on all 4 windows.

Class Weight Breaks for Stick and Automatic

S/GTA.....	8.00 to 8.99
S/GTB	9.00 to 9.99
S/GTC	10.00 to 10.99
S/GTD	11.00 to 11.99
S/GTE.....	12.00 to 12.99
S/GTF.....	13.00 to 13.99
S/GTG	14.00 or more

Motor Plates

- Allowed for installation as the original firewall is retained.

Oil Pan

- Steel aftermarket oil pans allowed to fit engine to various chassis combinations.

Suspension

- Front and rear suspension must be OEM.
- No coil-over shocks allowed unless factory produced on year of body being used.
- No ladder bars, four links, etc., permitted.

Weight

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- 2,500 lbs. minimum weight.
- Entries may move up or down one class.

Pure Stock

These classes are for 2005 and older cars which have minor modifications to the engine, chassis, transmission, carburetor, etc., unless it is specifically stated that a modification or optional equipment is permitted. No turbo or super charged cars allowed. A through I are the only available classes, with the same class breaks as stock, Class weight breaks and indexes are for both stick and automatic. Numbers must be at least 4" high on all 4 windows.

Class Weight Breaks for Stick and Automatic

A/PS	8.00 to 8.99
B/PS	9.00 to 9.99
C/PS	10.00 to 10.99
D/PS	11.00 to 11.99
E/PS	12.00 to 12.99
F/PS.....	13.00 to 13.99
G/PS	14.00 to 14.99
H/PS	15.00 to 15.99
I/PS.....	16.00 or more

Air Cleaner

- Optional.

Battery

- Stock location and must be of sufficient capacity to start the car at any time.

Block

- Must be OEM for horsepower claimed. No filled blocks.

Body

- Must have complete stock appearance for body claimed and horsepower claimed.

Brakes

- Must be OEM complete, Line lock accepted. OEM up grades allowed.

Bumpers

- Must be OEM complete.

Camshaft

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- Camshaft must retain stock lift for horsepower claimed per IHRA Technical Bulletins. OEM lift, duration and overlap for hp claimed as verified by manufacturer supplied specifications. Aftermarket camshafts meeting specifications permitted. If complete engine package has not been supplied by manufacturer the combination may not be classified for competition in Pure Stock.

Carburation

- Must be OEM complete as for year, make and model specified for car's engine, any jet size permitted. No other carburetor modifications allowed.

Cylinder Heads

- All cylinder heads and valves and valvetrain must remain stock and unaltered as originally produced per year and horsepower claimed and also have correct casting number.

Clutch

- Explosion resistant units required when special high traction compound tires are used.

Distributor

- Must be OEM or OEM replacement.

Driveshaft Loop

- Required on all entries.

Engine

- Must be same year and make for car used. Engine equipment, other than original, factory installed prohibited. Cylinder bores must not exceed .070 overstock.
- Bores are measured at the top of the cylinder where ring wear is not evident,
- Engine balancing permitted, however, excessive lightening of component parts is prohibited.
- Porting and/or polishing, any grinding in ports or combustion chambers, removal of any flashing, sandblasting or any other modification to cylinder heads and/or manifold or carburetors on cars in this section are prohibited.
- Stroke alteration is prohibited.

Exhaust System

- Stock OEM exhaust manifold mandatory with open exhaust.
- Headers permitted with OEM type mufflers, must be baffled and/or chambered. No straight through type allowed. Must be separate unit with outlet turned down or out to side of vehicle.

Fan, Generator, Water Pump

- Must be connected and operable at all times.

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- Belts must be tight enough to drive equipment in a satisfactory manner and without excessive or noticeable slippage.
- Must retain original factory produced fan. Stock size and material pulley must be retained.
- Water pump must remain stock.
- Electric fan may be added.

Fender Splash Pans

- Must be retained, cannot be removed.

Fuel Pump

- Stock type mechanical fuel pump must be used. One electric fuel pump permitted when used through stock mechanical pump and wired so that ignition switch acts as cut off.

Grille

- Must be full stock production for body and horsepower used.

Helmet

- SN, SA, M or K-2015 or newer mandatory.

Hood

- Full stock hood and bracing must be retained. Hood openings and/or hood scoops that are not original manufacture equipment are not permitted.

Instruments

- Full stock dashboard, including instruments, wiring, fresh air ducts, heater and controls must be retained.
- Tach, oil pressure, amp and water temperature gauges may be added.

Ignition

- OEM or accepted aftermarket ignition mandatory. The use of a starting two step or engine limiter is prohibited.

Intake Manifold

- Required to retain an unaltered stock manifold, consistent with engine horsepower claimed. Must be correct casting number.

Interior

- Must be complete as delivered from factory per horsepower claimed.

Pistons

- Replacement piston must be stock as originally produced. Stock type and number must be used. Wrist pins, rods, and crankshaft must be factory original per horsepower claimed. Replacement piston may be forged or cast. Stock OEM dome must be retained.

Pollution Controls

- May be removed.

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Power Steering

- Power assist accessories and/or air condition pump drive belts may be disconnected during competition, provided they do not drive the fan and/or generator, or that removal of the power-steering belt would adversely affect the car steering. Power steering pump and air conditioning equipment may be removed.

Rear Axle

- Must remain completely stock type per horsepower claimed. Any gear ratio permitted if it fits in the third member. May upgrade to stronger corporate housing as long as unit fits in stock location and maintain original width.

Seat Belts

- Complete set of OEM belts required.

Spark Plugs

- Any type manufactured for automotive use.

Street Equipment

- Required.

Suspension

- Must be OEM per horsepower claimed. Any stock type shocks permitted.
- No other suspension changes or additions permitted.

Superseded and/or Replacement Parts

- Superseded parts are restricted to cylinder heads, intake manifold, carburetors, crankshafts, cylinder block and transmission, only when manufacturer lists such parts in its published parts book and notifies IHRA of said change and change is accepted by IHRA. Cylinder heads are additionally restricted in that they must retain original size valves, valve springs, retainers, keepers and must be able to hold original cylinder head volume, per IHRA specification.

Tires

- Any DOT tire permitted with full tread pattern.
- Slicks may be 9 x 30 x 15 maximum sidewall designation.

Traction Bars

- Bolt on type only permitted. Traction bars and/or mounting brackets may not be lower than the lowest edge of the rear wheel rim.

Transmissions – Stick Shift

- Must be the right number of gears and transmission type for horsepower claimed as car was delivered from factory. Floor-mounted shifters optional.

Transmissions – Automatic

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- Must be stock OEM for horsepower and body style claimed. May not be altered except for addition of aftermarket shift kit, gear set and torque converter. Manual valve bodies prohibited.

Upholstery

- Must have full factory upholstery, including factory carpet in place, No interior gutting permitted. It is required that the driver's seat tracks be securely bolted down.
- If roll bar is installed, the rear seat may be modified to allow proper installation.

Valve Springs

- Stock replacement per OEM spec. and must check on factory spec. open and closed pressure.

Weight Adjustment

- Same as Stock Eliminator.

Wheels

- Any type, as long as they are as strong as the original.

Wheelbase

- OEM $\pm 3/4"$.

Windshield/Windows

- Windshield and all windows must be clear except for factory tinted safety glass and in good condition.
- Windows must be operative but closed during competition.
- Decals are not permitted on any front door window or windshield, or rear window.

Crate Motor Stock

Thirteen classes reserved for 1955 and newer factory production automobiles, trucks and some sports cars using IHRA APPROVED factory type crate engines. This includes 1/2-ton trucks, Rangers, Dakota's, etc. Class weight breaks and indexes are the same for both stick and automatic.

Designations

A/CM	6.00 to 6.49	H/CM	9.50 to 9.99
B/CM	6.50 to 6.99	I/CM.....	10.00 to 10.49
C/CM	7.00 to 7.49	J/CM.....	10.50 to 10.99
D/CM	7.50 to 7.99	K/CM	11.00 to 11.49
E/CM.....	8.00 to 8.49	L/CM.....	11.50 to 11.99
F/CM.....	8.50 to 8.99	M/CM.....	12.00 or more

STOCK ELIMINATOR

G/CM9.00 to 9.49

Front Wheel Drive Designations

A/FCM.....9.00 to 9.99

B/FCM.....10.00 to 10.99

C/FCM.....11.00 to 11.99

***Numbers must be a minimum of 4" high on all windows.**

The requirements for crate motor stock classes are the same as those for Stock and Stock GT classes with the following exceptions.

Carburator

- **Any OEM or aftermarket Holley carburetor originally produced with a maximum 850 CFM rating for Big Blocks and 750 CFM rating for Small Blocks.**
- **No modifications except jetting.**
- **MUST HAVE CHOKE PLATE.**
- **All units must be IHRA accepted. All other units prohibited.**

Carburetor adapter spacer

- **1" maximum.**

Engine

- **Factory produced and available IHRA approved crate engines.**
- **Engine must retain corporate relationship with body.**
- **Olds, Buick, Pontiac big and small block autos may use Chevrolet Crate engines etc.**
- **The total combustion clearance for all combinations is .035" minimum. This may be achieved by any thickness combination of deck height and cylinder head gasket.**

Exhaust

- **Headers are permitted.**

Front Wheel Drive Conversions

- **Minimum shipping weight is 2,400 lbs.**
- **Front suspension may be OEM or stock type aftermarket design.**
- **Rear suspension may be manufactured with ladder bars, coil springs with OEM type shocks.**
- **No coil-overs allowed.**
- **No four-links.**
- **Mini tubs permitted for tire clearance.**
- **Outside fenders must maintain OEM appearance and shape.**
- **Tire may not be inside top of quarter panel and no more than 3 inches in from top of quarter panel lip, no modifications to outside of quarter panel.**

STOCK ELIMINATOR

- Motor plates and mid mounts may be moved to accommodate engine combinations.
- Restricted to cast iron cylinder head combinations.

Hood

- Full stock hood and bracing must be retained consistent with the body, year, make and model.
- Non-functional factory hood scoops are permitted if they are an option for vehicle in question.
- Functional scoop may only be used if the combos engine (ie. small and big block) relationship is consistent with the body claimed.
- All hoods must be in OEM condition or have equal to or heavier material reinstalled if alterations were performed for carburetor clearance.
- Any opening must be as per manufacturers specifications.

Intake Manifold

- Any OEM or aftermarket cast aluminum or iron manifold that will fit under stock unaltered hood with no modifications allowed.
- No porting, grinding, etc.

Oil Pan

- Aftermarket OEM replacement steel oil pans permitted.
- Accepted kick outs or modifications are permitted in sump area only.

Radiator

- Full size stock radiator mandatory for body type used. OEM replacements may be aluminum.

Rear End

- Any corporate automotive type in the same corporate family as vehicle body permitted.
- Truck rear ends prohibited.

Roll Bar/Roll Cage

- Roll Cage required in classes A through C.
- Roll Bar required in classes D through M. Roll Bar recommended in all classes.

Tires

- Rear tire width 10.5" x 30" x 15" with 95" circumference maximum.

Transmission

- (Manual) Maximum 4-speed (Overdrive not included).
- (Automatic) Maximum 3-speed (overdrive not included).
- Must maintain corporate relationship and attached to engine without an adapter plate.

STOCK ELIMINATOR

Weight

- Minimum weight for all classes 2,400 lbs. + 170 for driver.
- Entries may move up or down one class.
- Small (big) block combinations must utilize small (big) block shipping weights