

Keystone Nationals 2026
STOCK RULES

****Fresh Cars ONLY *** No pre-run cars allowed**

General

1 - Any year Foreign or Domestic mass-produced 2 or 4 door hard top car or coil sprung station wagon is permitted. No GM leaf spring station wagons. No Chrysler Imperials or Imperial frames 1973 or older. No 1974 or older Cadillacs. No open roof cars. Minimum 107" wheelbase (full size). No 4WD, Jeeps, Trucks, Blazers, Suburbans, Vans, Utilities, Flower Cars, Limousines, or Carry-alls permitted.

2 - All cars must have an identifying number displayed on each side and the roof. The numbers must be large enough to be seen from announcer's booth.

Stripping

1 - All unnecessary glass, plastic and chrome moldings, and flammable materials must be removed. No broken windows in doors.

2 - The car must be clean and free of loose debris in the driver's compartment and the trunk.

3 - All airbags must be removed. Drain air conditioners. Rubber hoses must be cut or removed prior to arrival at the track. All trailer/towing hitches must be removed.

Body and Frame

1 - BODY MOUNTS MUST REMAIN IN STOCK LOCATION!! However, all mounts may be replaced with ½ inch bolts with 3-inch washers. They must be positioned in the same place and with the same intent as the factory bolts but may travel through the top of floor. 1-inch spacing minimum must be maintained throughout between body and frame. No welding washers to car body or frame. Do not relocate or add extra body mounts.

2 - All cars may be tilted in one location. No added metal.

3 - Hump plates permitted 24"x3/8" thick centered on the hump.

4 - 1973 and older GM sedans may box in rear frame rails. MUST CALL FOR APPROVAL

5 - All cars may run (2) 3"x 3"x 1/4" Fix-it plates. Plates must stay 3"x3"x1/4"

An additional (4) 3"x3"x 1/4" plate may be used for the feature only.

6 - PATCHING – CALL WITH ANY QUESTIONS – **EXCESSIVE PATCHING WILL BE CUT!!**

a) Frame patching - You may patch rusted or bent frames. Max 2 patches per car. Each patch may be no larger than 3" x 6" x 1/8" thick and retain all factory holes. Original frame being patched must be cut out, and patch must be exact fit with no overlap, stitch welded 1" on, 1" off only. You may not re-weld any frame seams. If creative patching creates reinforcement, it will be cut.

Call with any major frame repairs

b) Body patching - You may patch rust using same thickness of metal as area you're patching. 2 inch overlap only on rusted areas. No overlapping of patches and no patching over factory seams. Body patching is limited to 4 patches per car, max 12" x 12" ea. You **MUST** prove your rust! (Patches for safety issues, including floors, and roof will be at officials' discretion – **CALL AHEAD**).

7 - Notching and pre-bending will be allowed. Do not weld the notches back together.

8 - No body shaping until after inspection!

9 - Do not paint or undercoat frames inside or out. Do not grind or buff frames.

Cages and Driver Protection

1 - Bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. They must be at least 5" from the center of the fire wall, and floor at any point including transmission and driveshaft tunnels the back bar may not be any further back than where the kick panel meets the bench seat. Front bar may not contour the body. It must run straight across. All bars **MUST** be inside the driver's compartment except roof bar. All cage bars may be no bigger than 6"x 6". Side bars cannot go past the fire wall or past the center of the rear doors. If side bars are not used, mounting plates not exceeding 1/4" x 6" x 12" may be used on the ends of the seat bar and dash bar. A roof bar may be used. It must go straight across and straight up and down and may be bolted or stitch welded with 1 inch welds in 3 places to the roof only. It must come off your rear seat bar. Max 6"x6".

2 - Non-post cars may weld 1 (one) post to each side of the car, centered on the door seam, 3" x 1/2" max., with no more than 4" extending down the door or onto the roof.

3 - ONE windshield bar or chain may be attached from the roof to the cowl area on the front windshield area only to protect the driver. This may not be used as a strengthener or to keep a car from bending.

4 – Both front door reinforcement is recommended and may be on the inside or outside of the car. This is not to extend more than 10" in front of and 10" behind the door seams. Inside padding is recommended for the driver's door. No sharp or protruding edges.

5 - A simple gas tank protector is recommended. 32" wide maximum. May only be attached to seat bar but may touch sheet metal.

6 - (2) 2"x 2" down-legs are recommended from the door bars to the floor within the front interior seams.

Hoods, Trunks, and Doors

1 - Hood must have at least a 10" x 10" hole on each side of the air cleaner for fire personnel. Hood cutout bolts may be used. Max 12 per hood, no larger than 3/8" bolts. If you are using engine driven plastic fan, hood must cover fan and extend 6" past fan blade.

2 - Hoods may be bolted (1/2"), banded, or wired in 8 locations. Front two body mounts may extend through hood and count as two of the hood tiedowns. Up to 1" all-thread excepted for front two mounts. 3"x3" outside diameter plates max for washers.

3 - All hoods MUST be open on stock hinges or removed completely for inspection regardless of cutout size.

4 - Radiator protection is limited to the a/c condenser in its stock location OR a simple 1/4" expanded metal screen / flat 1/8" plate. no larger than the opening between the core support mounts.

5- Trunk lids must be open for inspection:

- Lids may be secured in 10 locations by wire, banding, or bolts (1/2") with 3" outside diameter washers.
- You may also weld (1) 1/2 inch all thread per frame rail to extend into trunk lid to act as 2 of your tie downs. 2 max per car. 4" of vertical weld per bolt to the frame.
- No sheet metal manipulation, body creasing, peening, wedging etc. until after inspection.
 - All sheet metal manipulation will be done after inspection and in the staging area. No added material other than the allotted tie downs. No power tools. Bring your friends!
 - The earlier you're through inspection the more time you have to manipulate sheet metal!

6 - All rear inner decking panels must be removed from station wagons. All body seams must be visible for inspection.

7 - All doors may be welded with up to 1/2" rod or 3"wide x 1/4 plate,. Sheet metal only.

Bumpers

1 - Any year factory loaded on the inside OEM car bumper is permitted. Fabricated bumper must be flat on the bottom and front with a 4" point max added over a 32" span. (No slope, slant,

ramp, or climber bumpers) Fabricated bumper design must mimic 74 Chevy or less. You may cut or bend bumper ends for clearance. Aftermarket bumpers approved are 74 Chevy replicas from Kiskadden Fabrication and SMW. All others must obtain approval.

Bumper Height.

Front 21" to the bottom of the front maximum

Rear 16" to the bottom of bumper minimum

2 – Front bumper mounting is limited to the first 10" of frame. Anything past will be cut. (Be prepared to be drilled)

Rear bumper mounting will be limited to the first 12" of frame. Anything past will be cut. (Be prepared to be drilled)

Engines, Transmissions and Driveshafts

1 - Engine and transmission swapping between manufacturers is allowed. Do not strengthen frames or crossmembers with mounts. A lower cradle with front plate and a pulley protector will be allowed. Motor mounts may be bolted or welded to crossmember ONLY. One engine chain per side may be used (2 total per car), bolted to existing factory hole, or wrapped around frame only. A factory car transmission crossmember must be used, or a hollow 2x2 square tubing replacement. 03 and newer may use a SMW style or comparable engine plate. Bolt in only!

(Midplate/ adapter plate permitted) May not extend 3" past bellhousing

2 - Aftermarket shifters, gas pedals, and throttle linkages are allowed.

3 - Transmission:

- Stock transmissions with nothing other than an aftermarket bellhousing may run a transmission mount (solid or rubber).
- Any other aftermarket transmission aid will lose the transmission crossmember mount and attachment.
 - This cannot strengthen the car in any way
 - Transmission must rest on the crossmember only. No hooks or wedges to catch as the car bends
 - **Your transmission will be lifted via floor jack during inspection to make sure there is no pressure on drivetrain to car. Transmission must lift a min of 1"**

Transmission coolers and engine oil coolers may be mounted inside but must not be used to strengthen the car in any way.

4 - Exhaust may exit under the car or straight up through the hood. Some type of air cleaner must be used. No open carbs will be allowed.

5 - Radiators must remain in their stock location if used. Closed loop systems are allowed as a simple hose to hose connection.

6 - Metal engine driven fans must be removed. One plastic racing style fan or one electric fan with plastic blades will be allowed for radiator.

7 - Water or any environmentally safe coolant only in cooling system. Please drain antifreeze prior to arrival at the track.

8 - Two batteries per car are allowed. Batteries must be mounted securely to the passenger side floorboard and covered with a rubber mat. We recommend metal frames bolted or welded to the floor. Please do not use zip screws or rubber straps. Boxes may be attached to cage. If they are attached to cage they may not be attached to floor or any other sheet metal. May not strengthen the car in any way.

9 - Distributor protectors are NOT allowed. All large holes in firewall must be covered with tin, heavy rubber, or fire-resistant material.

10 - Slider driveshafts permitted

Suspension and Rears

1 - Any rear-end permitted. May not reinforce cars in any way.

2 - Suspension may be locked.

- Front Suspension
 - May weld upper OR lower (not both) to frame with 4"x4"x1/4 strapping.
 - 4 total per car
 - Must run a factory OEM A-arm, spindle, and ball joints
 - Reinforced or aftermarket tie -rods permitted.
 - Sway bars may be removed or left completely stock with stock components and in the stock location.
- 03 and newer
 - Must run a stock rack and pinion.
- Rear Suspension
 - 1" all-thread may replace factory shocks. May not be used as extra body mount.
 - 6" max washer on top of spring bucket.

- o Watts link conversion kits allowed on factory coil spring cars. Mounting of upper trailing arms is limited to 12" per upper trailing arm on package tray. Lower mounting is limited to 9" on side of frame per lower trailing arm.
- o You may reinforce factory trailing arms or use aftermarket ones. It must be within reason. These must still move and cannot be locked.

3 – Factory leafed cars may run nine, 9 (5/16s) leafs with a 2" stair step starting at the eye. Leafs must remain in the factory location. 12 total leaf clamps per car for a factory leaf sprung car.

Gas Tanks and Gas

1- ORIGINAL GAS TANKS MUST BE REMOVED COMPLETELY!!!

2 - Fuel cells or approved marine style tanks are required. No gas cans. Tanks must have secure, leak-proof fittings.

3 - Tanks must be located behind the front seat and must be securely fastened with chains, bolts, or both. ZIP SCREWS ARE NOT ACCEPTABLE. Cars using a gas tank protector as written in the cage rules may mount their tanks securely within the gas tank protector.

4 - You may run an electric fuel pump. It must have a kill switch that is clearly marked. Please use fittings or good hose clamps and make sure they are tight.

5 - No more than 15 gallons of gas allowed. Any gas or fuel may be used.

Brakes and Steering

1 - A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during an event will be disqualified.

2 – Steering may be altered from the steering box to the steering wheel. 03 and newer must run OEM rack

Tires and Rims

1 - No studded tires. No liquid or concrete filled tires. Any ply rating, foam filled, doubled, etc will be allowed.

2 - All wheel weights must be removed, including on the inside of the wheels.

3 - Valve stem guards and variable lug centers will be allowed.

2inch lip guard permitted.

No beadlocks, no solid wheels

ANY 'EXTRA' WELDING WILL BE COMPLETELY REMOVED

****Rules are subject to clarification and adjustment at any time. ****

There is very little wiggle room in these rules. Anything found that gives the builder a large advantage will be removed or loaded.

Head Officials decision is final.

Any rule questions (Head official) Chris Firster 724-877-9999

Promotion and event questions (Promoter) Bo Lockwood 814-229-4792