

GUIDELINES FOR STOCK VS. MODIFIED

We operate on the honor system and prefer to have the car owner point out modifications and/or upgrades that might not be easily recognized. We would prefer NOT to discover issues of stock vs. modified after registration and parking, or during the judging process. The information below is provided for persons who may need help deciding what classification their vehicle belongs in.

STOCK: If the car represents the way it originally came from the factory or could have been ordered from the factory for that particular model (i.e. Catalina vs. Bonneville) or represents a factory authorized special edition from a 3rd party organization (i.e. Yenko or Penske) it is stock.

Not allowed in stock:

1. Performance enhancement modifications/upgrades such as: headers, manifolds, air cleaners, electronic ignition and fuel systems (when not available from the factory), turbo or superchargers (when not available from the factory), traction bars, tire and rim sizes beyond what was available, side pipes/cut outs, significant ride height changes, batteries moved to the trunk, and similar.
2. Disc brake conversions on cars in years when they were not an option.
3. Paint colors NOT reasonably close to what was available for the model and year of your car.

Allowable upgrades:

1. Safety items such as turn signals and/or extra lighting tastefully/skillfully added (some older cars only had a stop light on one side)
2. Seat belts (lap or lap/shoulder) where none were offered
3. Fire extinguisher (actually recommended)
4. Side view or right side view mirrors
5. Electric fuel pumps added to augment the mechanical pump
6. Radial tires where the tread and white wall/red line (where applicable) pattern is roughly the same as the originally available pattern
7. Sun visors, such as those offered in the 40's and 50's, and similar dealer installed options

Some people who attend KSC shows also belong to other clubs (i.e. GTOAA) and they allow some mild and/or limited number of upgrades in the stock class. KSC will honor these differences. We would expect persons falling into this category to self-police themselves on declaring stock vs. modified

MODIFIED OR RACE: If the car could NOT have been ordered from the factory the way yours is presented and/or falls outside the "Stock" qualifications listed above, or was specifically offered as a race car (drag, oval, road course) or upgraded to be such, it is considered "Modified". This includes street rods (chop or no chop, nosed, tubbed, non-standard drive line, etc.), rat rods (usually an amalgamation of multiple brands, chassis, bodies, and equipment), and resto-mods/resto-rods (look stock from a distance, but may have a drive line change and other non-stock upgrades).