

LIMALAND MOTORSPORTS PARK / ELDORA SPEEDWAY 2010 STOCK CAR RULES/SPECIFICATIONS

The following specifications have been prepared by Limaland Motorsports Park, Eldora Speedway and its officials as guidelines for the construction of a Stock Car. No express, or implied warranty of safety shall result from publications of, or compliance with, these rules. They are intended as a guide, and are in no way a guarantee against injury, or death to participants, spectators or others.

Anything not covered by these guidelines **must be approved** by the track promoter, or his assigned technical steward. These specifications are intended to be in effect throughout the 2010 auto-racing season at Limaland Motorsports Park and Eldora Speedway; however, continuous development in auto racing and technology may necessitate changes in these guidelines and management reserves the right to change them at any time.

Weight Limit (with driver): 3,000 pounds

1. **BODY**

- a. Any U.S. manufactured full body passenger car style, full frame or unibody, 1950 or newer. Steel or aluminum aftermarket template body with steel roof is optional. Rub rails no bigger than 1" x 2" may be attached to body from fender well, flush with body and painted to match car. All windows in body will remain open. (rear quarter windows may be closed in) NOTE: Driver seat may be no further back than quarter post. Aftermarket plastic nosepieces may be used.
- b. All doors must be bolted or welded shut.
- c. No cutting on body allowed except for tire clearance.
- d. May remove inner fenders.
- e. Must have steel floor pan from front firewall to the rear of the driver's seat. May have aluminum from the back of the driver's seat to/and including the back firewall (straight across) as long as the aluminum is the same thickness as the steel in the front floor pan. Floor pan must follow near to stock lines from front firewall to rear firewall and extend frame rail to frame rail. Max step 10"-measured from floor panel below driver's seat.
- f. Body must match engine manufacturer (i.e. Ford body, Ford engine)
- g. Body damage must be promptly repaired. Cars must be neat in appearance.
- h. Hood and truck lids (trunk 2'x3' min.) must be removable for inspection-No holes/openings permitted in hood.
- i. Rear tail area must be stock appearing and closed in.
Spoilers permitted. (Rear spoilers, up to 6" maximum, may be used. Spoilers may not be made of fiberglass and may not extend beyond the edge of the fenders. Braces may not be longer than 10", nor higher than 6".)
- j. No slab bodies. Body must resemble factory body style.

2. **CHASSIS/FRAME**

- a. Must be full frame. Unibody may be used but must be tied together with 2" x 2" minimum tubing.
- b. 108" wheel base minimum, and must be stock for body/chassis used.
- c. There must be a lifting hook securely attached to the frame at both the front and rear of car.
Lifting hook must be easily accessible by tow truck operator.
- d. If rear frame is made of manufactured tubing, front clip must be at least 36" in length from ball joint to rear of clip.

3. **BUMPERS**

- a. Must be stock or can be approved aftermarket nose and tail with bumper.
- b. Bumpers must be fastened to fenders or quarter panels. (Tied in)

4. **INTERIOR**

- a. Interior must be completely gutted. No mirrors.
- b. Firewalls must be completely covered with sheet metal and extend door to door. Must extend down from top of fenders to top of frame rails on both sides. (Only tunnel (10" max height) allowed is drive shaft/transmission tunnel.) Front firewall must follow near to stock lines. Rear firewall must be straight across.
- c. Racing seat only. Must be securely mounted to roll cage.
- d. No interior tin. Passenger side may have panel (18" max width) measured from outside door skin, with an inspection access. Panel must extend down to floor pan.
- e. Must have 4-point roll cage, 1 3/4" O.D. minimum, with minimum .095 wall thickness, mild steel with 3 door bars driver side and 2 door bars passenger side.

5. **ENGINE**

- a. Must be stock appearing. Engine setback may be no further back than centerline of #1 spark plug to ball joint, GM-to-GM, Ford-to-Ford, etc. Cast iron intake, heads and block.
- b. Stock ignition only. No dual point distributor. No magnetos. No MSD boxes.
- c. No electric or belt driven fuel pumps. No electric water pumps.
- d. Headers permitted. Exhaust must exit under car. No exhaust permitted inside the car.
- e. No alcohol allowed!

6. CARBURETOR

- a. One 2-barrel carburetor only of stock production type. Must be Rochester or Holley with choke horn unaltered. No fuel injection systems.

7. BRAKES

- a. Must have four-wheel brakes, and lock up during inspection.
- b. No shut off device.

8. REARENDS

- a. Any O.E. car or truck rear end. No quick-change device. Floaters optional, but strongly recommended.

9. TRANSMISSION AND CLUTCHES

- a. Any O.E. production type, with working clutch.
- b. Any modified factory o.k.
- c. No racing transmissions - no Berts, no Brinns, etc.
- d. All cars must start, stop and operate in forward and reverse while the engine is running.

10. TIRES & WHEELS

- a. All wheels must be steel 8" maximum with 1" lug nuts.
- b. Right front and right rear must be racing wheels.
- c. Stock D.O.T. radial passenger tires only-must fit 10 1/2" inch hoop. No mud or snow tires, no recaps. **Grooving optional.** No bleeders.
- d. No Hoosier, McCreary, Mickey Thompson or any other racing type tires allowed.

11. SUSPENSION

- a. Weight jacks are optional. Front suspension and steering must be unaltered O.E. and in stock location, and must be replaceable by stock part from same type suspension. (Non adjustable tubular upper a-arms permitted)
Stock passenger car spindles only, no fabricated spindles. Bottom A-frames cannot be altered or moved.
- b. Quick release hub and steering quickener are optional.
- c. Shocks do not have to be in stock location. One steel body shock and spring per wheel, racing shocks okay.
- d. Rear suspension must be stock O.E. design. No added lift arms, shocks or springs. Aftermarket pan hard bars are optional, but must be solid. Upper torque link/biscuit bar (24" max length) optional, but mounting point on car must be within 24 inches of axle centerline. No Macpherson struts or coilovers. No coilover eliminators.
- e. No suspension/driveline parts or mounts permitted inside the driver's compartment.

12. SAFETY

- a. Five (5) point safety belt, shoulder harness, belts must be mounted to cage or frame. Belts and harness recommended to be no more than 1 year old. Helmet and flame resistant fire suit required. Fire resistant gloves and shoes recommended. Helmet - Snell 85, or newer recommended. No transmitting or listening devices allowed in car. Roll bar padding is recommended around the driver's compartment.
- b. Drive shaft loop is required and must be at least 1/4" x 2" steel or 1/4" chain and should be mounted no more than 6" back from front of drive shaft. Steel drive shaft must be painted white.
- c. If battery is mounted in drivers compartment, it must be mounted in a metal box and in a marine-type battery box.
- d. All glass, chrome, interior and exterior trim must be removed.
- e. Radiators may not protrude through the hood.
- f. All add on weight must be painted white and have car number on it. Must be securely fastened.
- g. Fuel caps must have car number on it.

13. APPEARANCE

- a. All cars must be neat in appearance, painted to look like a racecar and be neatly lettered with numbers painted 18" high on both sides, and 24" high on roof, numbers to be 3" thick.
- b. Badly wrecked cars must be straightened.

14. FUEL CELL

- a. Approved fuel cell required. Must be securely fastened inside trunk of car. All cell mounts must be steel, attached to frame or cage. Fuel cell must be in metal container. Gas only, no alcohol, no additives.

**The absence of a specific rule does not imply approval, consent, or permission regarding the subject.
IF IT IS NOT IN THESE RULES, DO NOT TRY IT.**