

## 2018 LIMALAND MOTORSPORTS PARK STOCK CAR RULES/SPECIFICATIONS

The following specifications have been prepared by Limaland Motorsports Park 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 2017 auto-racing season at Limaland Motorsports Park 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 permitted. Stock appearing fiberglass/plastic roof is permitted. 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 but, must match both sides) NOTE: Driver seat may be no further back than quarter post. Flush fitting aftermarket plastic nosepieces (no flaring) may be used. **Translation: Late Model style noses must contour flush with the front fenders (may not flare above or beside the fenders)**
- b. All doors must be bolted, welded, or riveted shut.
- c. 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.
- d. Body damage must be promptly repaired. Cars must be neat in appearance.
- e. Hood and truck lids (trunk 2'x3' min.) must be removable for inspection-No holes/openings permitted in hood. **If trunk inspection panel does not give full visibility to the top of the rear end housing then you must make a comparable access hole elsewhere that does allow that visibility (generally this happened when the fuel cell is mounted high)**
- f. Rear tail area must be stock appearing and closed in.
- g. 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", no higher than 6" in total material.)
- h. 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. 104" 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. **Any external** 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. **NOT BOLTED TO THE FLOOR PAN (cage mounted only). Containment seats strongly recommended.**
- d. **No totally enclosed interiors for safety extraction purposes.** Passenger side may be boxed in (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 and in traditional location. Engine setback may be no further back than centerline of #1 spark plug to ball joint. Cast iron heads and block. **(GM heads - 23° only)**
- 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!
- f. Aluminum intake is optional

### 6. CARBURETOR

- a. One 2-barrel carburetor only of stock production type. Must be Rochester or Holley of traditional design. No split carburetors or fuel injection systems.

### 7. BRAKES

- a. Must have four-wheel brakes, and lock up during inspection.
- b. No shut off device.
- c. **brake bias adjusters ok.**

## 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. No ball spline transmissions

b. 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. Stock D.O.T. radial passenger tires -must fit 10 1/2" inch hoop or UMP Modified Hoosiers permitted. (M30 & M60's acceptable).

c. No mud or snow tires, no recaps. Grooving optional. No bleeders.

d. No American Racer, McCreary, Mickey Thompson or unapproved racing type tires allowed.

e. No Bleeders of any kind

f. Mud covers must be securely fastened to the wheel using a minimum of three (3) 5/16" diameter magnetic steel hex head bolts or five magnetic steel dzus fasteners. Must also be labeled with car number.

## 11. SUSPENSION

a. Weight jacks are allowed. 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, upper a-arm mount does not have to be in stock location or the stock mount) (Swedged tube/heim may be used on tie rods) 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 traditional style shock or steel bodied racing shock and spring per wheel. No canister style, external canisters, or double adjustable shocks. No cockpit adjustable shocks.

d. Rear suspension must be stock O.E. design. No added lift arms, shocks or springs. Aftermarket J 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. No swing arm suspension. Rear suspension area must remain open and unobstructed for inspection.

e. No suspension/driveline parts or mounts permitted inside the driver's compartment.

f. 4 bars and birdcages allowed. No springs on bird cages.

## 12. SAFETY

a. Five (5) point safety belt, shoulder harness, belts must be mounted to cage. Belts and harness recommended to be no more than 2 years old. Helmet and flame resistant fire suit required. Head and neck restraints, fire resistant gloves and shoes recommended. Helmet - Snell SA 2010 or newer recommended. No transmitting or listening devices allowed in car other than required raceceiver. 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. Carbon fiber drive shafts optional must be painted white.
- c. If battery is mounted in driver's compartment, it must be mounted in a metal box and in a marine-type battery box. **Must have a main battery disconnect switch visibly mounted on upper deck behind the driver's seat.**
- 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 using minimum of (2) 1/2" bolts. The weights must also be secured to the frame or the cage (No Weights attached to rear end housing). No heave steel or lead inner mud plug/dust covers (must be aluminum)**
- 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 area 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. **Fuel cell with threaded on caps recommended but not required. All non-threaded fuel caps must be tethered to the fuel cell or containment.**

**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.**