



2010

FACTORY STOCK RULES



These rules are in effect as of January 20th, 2010. This publication supersedes all previous LUCAS OIL SPEEDWAY rules and rule updates. LUCAS OIL SPEEDWAY reserves the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of these rules. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the LUCAS OIL SPEEDWAY Race Director shall prevail. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of LUCAS OIL SPEEDWAY racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which LUCAS OIL SPEEDWAY events will be governed. The LUCAS OIL SPEEDWAY Race Director is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The LUCAS OIL SPEEDWAY Race Director can and will disqualify a race car in violation of the spirit and intent of these rules. If this rulebook does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by LUCAS OIL SPEEDWAY by passing through prior technical inspections. The Race Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the Race Director. His/her decision is final. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guest and crew members voluntarily assume these risks. Conduct: Racers and Race Team Members at the Lucas Oil Speedway will maintain an appropriate and professional personal code of conduct at all times. Actions on or off the track deemed by officials to be detrimental to the sport or speedway will be dealt with severely. Consequences for fighting, cheating or other actions deemed inappropriate may include: fines, probation, suspension, deduction of points or any combination of the above.

Car/Body

Any year or model rear wheel drive American made production car. All cars to remain stock in all aspects and must have complete stock body. Must have factory front and rear bumpers. Cars may use aftermarket nosepiece but must remain stock appearing. Minimum 1 3/4" diameter tube front bumper will be allowed w/aftermarket nose but must remain behind nose piece and attach at original position. No mirrors or reflecting device of any kind. All glass, chrome, trim, moldings, etc, must be removed. Windshield must be removed and replaced with a gravel screen or minimum of 3 windshield bars in front of driver. Gutting of inside panels and front inner fenders will be allowed. Must have stock floor pan in stock location. Fire wall may be stock or constructed of minimum .049" steel and must be complete side to side. Trunk pan maybe removed. Relief may be cut for fuel cell and for engine set back only. All doors must be bolted or welded shut. A rear firewall is required between the driver

compartment and gas tank. Trunk lid must be secured. Interior on right side of car may be enclosed but must have 12" x 12" trap door for inspection. Seat must be mounted in front of the original front door post. Cars must be numbered with large legible numbers on both sides and top. Numbers should be in contrasting colors. Maximum 6 inches high spoiler allowed no wider than the body. Spoiler may be braced on both ends and have one center brace no more than 6" high and 12" long and must be triangular in shape.

Frame

Minimum wheel base of 101" and must be stock for the body. 1/2" tolerance on wheelbase from side to side but must not be less than minimum. Frame must match the body make (i.e. metric frame, metric body). Must be stock in all aspects. No cutting, moving or shortening allowed. Racecar must be same generation frame and body. (Exception is: 1980 or newer Ford uni-body may be installed on Ford full frame, and shortened to minimum 108-inch wheelbase. No tolerance.) Rear of frame behind rear axle may be replaced with two-inch by three-inch steel tubing with .095-inch wall thickness. Original suspension mounts must remain intact and in stock location. Unibody cars must tie rear frame to front frame. Lead weight may be added, but must be painted white and be marked with car number and bolted to the frame in a safe manner. Weight cannot be mounted inside driver's compartment above bottom of window opening. Four point roll cage required. Cage must be frame mounted. Minimum of three bars in driver's door. Roll cage must be cross braced. Cage must be minimum of 1 1/2" steel tubing with minimum wall thickness of .095. Front and rear hoops are allowed.

Suspension

GM must run GM suspensions, Ford on Ford, etc. Tubular front non adjustable all steel, upper a-frames allowed. No aftermarket parts. No aluminum parts. No bird-cages. No sliders. No traction devices of any kind, toe arms, lift bars etc. One steel non-adjustable, unaltered shock per wheel. No air, remote reservoir or schrader valves shocks allowed. No coil over eliminators. Heim end rear shocks allowed. Can relocate rear shock only. Front shock and spring must be in stock OEM location. No adjustable weight jacks allowed. (If your car has rear weight jack installed they must be welded as to be non adjustable at the track.) Front adjustable spring spacers are allowed. Suspension mounts OEM and in OEM location. Control arms must remain stock appearing, non adjustable. Bottom control arms at least 19" center to center and of the same length. Bottom control arm mount on rear axle may be no more than 3 1/2 inches from bottom of axle housing to center of bolt. Upper control arm mount may be no more than 3 inches from housing to center of bolt. Front control arm mounts must be in stock OEM unaltered location. Sway bars OEM and in OEM location and non-adjustable on rear.

Seat Belts and Seat

Metal racing seat only. Five point safety belts, sub-belt and shoulder harness required. Racing seatbelts must be safety approved and less than 3 years old allowed. Seats and seat belts must be bolted to frame or roll cage. Helmets of at least Snell SA2000 or SA2005 rating are mandatory. Complete one piece or two piece fire suits of flame retardant nature must be worn by all drivers at all times when on the racecar is on the racetrack. SFI approved fire resistant gloves recommended.

Steering

Removable steering wheel and steering quickener allowed. OEM rack and pinion steering allowed if car was originally equipped. No aftermarket rack and pinion units.

Brakes

Dual master cylinders with front-rear bias allowed. Rear drums may be replaced by disc, provided

they are O.E.M. type components. Single piston cast iron O.E.M. calipers on all four wheels. Calipers cannot be lightened. Brakes must operate on all 4 wheels. Right front shut off or adjustable brake bias side to side is not allowed.

Engine

Steel blocks only. Must be able to be used in a conventional passenger car without alteration. 23 degree cast iron heads only. Aluminum intake is allowed. Headers allowed. No tri-Y headers. Tip of number one spark plug must be even or in front of installed upper ball joint. Oil pump must be in stock location and OEM. No dry sump systems. Exhaust system and /or mufflers must be mounted in such a way as to direct spent gasses away from the cockpit.

Rear Ends and Drivelines

Rear ends may be locked. 8" or 9" Ford may be used on all car makes. Floaters rear ends are allowed. Minimum 2" diameter drive shaft must be painted white and retained with a steel safety strap. No traction control devices. No ratchet rear ends or torque dividing differentials. No cambered rear ends allowed.

Transmission:

Three or four speed only with all forward and reverse gears functional. No direct drives. Automatic transmissions allowed with gate valve. No aftermarket transmissions. Car must move under its own power.

Clutch:

Car must have a workable clutch or gate valve. Mini clutch allowed.

Carburetor:

Any two or four barrel carburetor. Maximum one inch spacer under carburetor.

Ignition:

Aftermarket or OEM Distributors allowed. No adjustable timing control or magnetos allowed. One MSD Box Allowed. Aftermarket ignition module and coil allowed. One 12 volt battery mounted in protected position and securely fastened.

Starters:

Must be in working order and start racecar.

Fuel:

Racing gas only. No alcohol. No electric pumps or pressure systems. Racing fuel cell mandatory and must be mounted to frame. Fuel cell must not hang below rear end housing, must have metal can if cell hangs through floor pan.

Radiator:

Radiator and transmission coolers must be mounted under the hood (aluminum allowed).

Tires:

American racer G-60 (KK704), Hoosier G-60 IMCA modified tires or 10 inch Hoosier asphalt take offs (10.0 / 27.0 0-15 F SERIES OR 1053, 1060). May re-groove tires. Tires must durometer minimum 55 hardness.

Wheels:

Any 8" or 10" steel racing wheel. Bead lock allowed on right rear only. No wide-5s.

Weight:

All cars must weight 3100 with driver after race.