



RULES BULLETIN

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April 25, 2018

Eldora Stock Cars 2018 Rules Bulletin #1

DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of 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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport, the construction of a racecar and are in no way a guarantee against injury or death to a participant, spectator, or official.

Eldora Speedway, Inc. (Eldora) management shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her 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 officials. Their decision is final.

This division will run under Eldora rules and all participants acknowledge that they have received, read and understand all of the rules and regulations associated with the event, and hereby agree to abide by all official Eldora decisions and regulations. Any deviation of these rules and regulations may result in fines or penalties including disqualification from the event.

On occasion, the assigned steward will be required to assess a competitor's interpretation with regard to the "Spirit and Intent" of the rules. His/her decision will be made in the best interest of the Eldora Stock Car division. Updates to the Technical Specifications throughout the season may be made by bulletin, announcement or at the driver meeting "Except In Rare Instances" (EIRI).

13 REAR ENDS

- a. Any Original Equipment (O.E.) car or truck rear end. Quick-change rear ends and/or quick-change type rear ends will not be permitted. Floaters optional but strongly recommended.
- b. **UPDATED 4/25/2018: Travel Limiting Chains (also known as "Droop Chains" or "Safety Chains") are approved for competition. A continuous chain, strap or tether may be secured to a positive mount in such a way to reduce the vertical (up or down) travel of the rear end while the vehicle is at rest. The device is not to be used as a means of controlling the lateral (forward or aft) movement of the rear end while the vehicle is in motion.**

16. SUSPENSION

Suspension and components must be stock in design in accordance with the Original Equipment Manufacturer (O.E.M.)'s assembly line production model with the following exceptions:

- I. Suspensions may differ from body-style and may differ from front to rear.
- II. Weight jacks are optional. Front suspension and steering must be unaltered O.E. and in stock location and must be replaceable by stock (or acceptable replacement) part from same type suspension (non-adjustable tubular upper A-arms permitted. Swedged tube/heim may be used on outer tie rods). Stock passenger car spindles only. No fabricated spindles. Bottom A-frames must not be altered or moved.
- III. Quick-release hub and steering quickener are optional.
- IV. Shock absorbers may be moved and are not required to remain in stock location. One traditional shock and spring per wheel. Canister style, external canister, or double (triple)-adjustable shocks will not be permitted.
- V. An aftermarket Panhard bar is optional but must be solid. Upper torque link/biscuit bar (24" maximum length) optional but mounting point on car must be within 24" inches of axle centerline. Biscuit bars cannot breach the rear firewall. MacPherson struts or coil overs will not be permitted. Coil over eliminators will not be permitted. Added lift arms, shocks or springs will not be permitted. Swing arm, four-link or z-link suspensions will not be permitted. Birdcages are not stock O.E.M. equipment and will not be permitted. Rear suspension area must remain open and unobstructed for inspection. The GM G-Style frame must remain year specific and may have a stock O.E.M. four-link application. **No droop chains-(see Rule 13 (b)).**
- VI. No suspension, driveline parts or mounts permitted inside the driver compartment.
- VII. Composite leaf springs permitted. Leaf spring sliders will not be permitted.
- VIII. **UPDATED 4/25/18: All coil springs must be cabled or tethered.**

17. TIRES & WHEELS

- a. UPDATED 4/25/2018: All four wheels must be steel and measure a maximum width of eight (8) inches wide. Wheels are measured using an industry standard wheel caliper with a tire approved for competition mounted.
 - b. Approved bead lock wheels, as manufactured from the factory, or wheels upfit with approved manufacturer steel bead lock kits, may be granted a maximum of .75-inches to accommodate the bead lock hardware by the officials at their discretion.
 - c. Each wheel must be secured with five (5) x one (1) inch lug nuts.
 - d. Right front and right rear must be racing wheels.
 - e. Tires approved for competition:
 - Hoosier A-40, D-40 and H-500 – Groove & Sipe permitted on Left Front & Right Front positions.
 - M-30s – No Groove & Sipe permitted in any position.
 - M-60 – Groove & Sipe permitted only when in Right Rear position.
- Alteration of the factory compounds as manufactured is prohibited per DIRTcar rules.
- f. Only approved wheel discs will be permitted and only on the right side of the car. **Approved** wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3) 5/16" diameter magnetic steel hex head bolts or five magnetic steel dzus fasteners. The use of wheel discs with any other type of fastener will not be permitted. Wheel discs must be marked with the car number.
 - g. No bleeders.