

2015 ELDORA SPEEDWAY STOCK CAR TECHNICAL SPECIFICATIONS – (ver. #2 – 12/19/14)

This is a Stock Car division for those wishing to race stock appearing racecars based on production-based automobiles. Eldora Speedway offers Modified and Late Model classes for those wishing to run those types of cars. The collective goal of the 2015 season is to return the Stock Car division to its roots in appearance and cost of entry.

- The 2015 Point Fund is \$10,000 awarding the Champion \$2,000 and paying the top-15 drivers -

*** Double Features & Double Purses will be contested on April 25, May 16 & August 15 at no extra charge ***

The following specifications have been prepared by Eldora Speedway, Inc. as a guideline for the construction of a Stock Car. No express or implied warranty of safety shall result from publication 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.

On occasion, the assigned steward will be required to assess a competitor's interpretation with regard to the "Spirit and Intent" of the rules. "Except In Rare Instances" (EIRI), 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.

1. WEIGHT

- a. The minimum post-track activity weight requirement will be 3,000 pounds with the driver in position.
- b. All added weights must be securely mounted to two (2) ½" bolts (minimum) securing them to the frame, under the body, in a positive manner. The weights must be painted white and have the car number clearly marked on them.

2. BODY

- a. Open to any North American manufactured, 1950 or newer, full frame or unibody passenger car. Must retain stock appearance. Aluminum or steel aftermarket template body permitted. NO SLAB BODIES. Aftermarket plastic nosepieces and fenders may be used provided the stock appearance of the body is not affected. Nose and front fenders must be flush. Elephant Ears, flared or Late Model noses are not permitted. Examples of acceptable aftermarket noses are shown below.



- b. No nose valences, plastic rocker skirts or quarter panel extensions.
- c. Stock appearing fiberglass/plastic roof is permitted.
- d. No Late Model or Modified-style sail panels. Quarter panels and C-Post should match nose of car.
- e. Rub rails no larger than 1" x 2" may be attached to body from fender well to fender well, flush with body and painted to match car.
- f. All windows in body are to remain open. (rear quarter windows may be closed in but must be same both sides of car) NOTE: Driver seat may be no further back than quarter post.
- g. All doors must be bolted, welded or riveted shut.
- h. No cutting on body allowed except for tire clearance. May remove inner fenders.
- i. 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.
- j. Body damage must be promptly repaired. Cars must be neat in appearance.
- k. Hood and trunk lids (trunk 2'x3' minimum) must be removable for inspection. No holes or openings permitted in hood.
- l. Rear tail area must be stock appearing and closed. Maximum 6" high spoilers (no fiberglass) extending no wider than top edge of fenders. Maximum of two 6" high x 10" long spoiler supports.

3. CHASSIS/FRAME

- a. Full frame or unibody. Unibody must be tied together with minimum 2" x 2" steel box tubing.
- b. Minimum 104" wheelbase. Must be stock for body and chassis used.
- c. There must be a clearly marked 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 & must be capable of supporting the weight of car.
- 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.

4. BUMPERS

- a. Stock or approved aftermarket nose and tail with internal bumper.
- b. Bumpers must be fastened to fenders or quarter panels (tied in).

5. INTERIOR

- a. Interior must be completely gutted. No mirrors permitted.
- 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. The only tunnel – 10" max height – permitted is the driveshaft transmission tunnel. Front firewall must follow near to stock lines. Rear firewall must be straight across.
- c. High-back aluminum racing seats only. A full-containment seat or a conversion kit is recommended. Seat must be mounted per the manufacturer's specifications.
- 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. A 4-point roll cage is mandatory. Minimum required material is 1 3/4" D.O.M. mild steel tubing, .095" minimum wall thickness – subject to sonic test – with a minimum of three door bars on the driver side and two door bars passenger side. A 1/4" steel intrusion plate on the driver's side is recommended.

6. 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. Only gasoline-type fuels will be permitted. No alcohol, ethanol or methanol.

7. CARBURETOR

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

8. BRAKES

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

9. REAREND

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

10. 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.

11. 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. Tires may be the approved DIRTcar Modified Hoosier A-40 (stagger tire) & H-40 (Right Sides) – NO GROOVING PERMITTED – or stock D.O.T. radial passenger tires which must fit 10 1/2" inch hoop. No mud or snow tires. No recaps. Grooving optional on D.O.T. tires. No bleeders. Siping permitted. No unapproved racing tires permitted. ****teams will be surveyed for used 'D' & 'A' tires in inventory****

12. 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. Swaged tube/heim may be used on outer 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 shock and spring per wheel. No canister style, external canister, or double-adjustable shocks.
- d. Rear suspension must be stock O.E. design. No added lift arms, shocks or springs. Aftermarket panhard bars are 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. No MacPherson struts or coil overs. No coil over eliminators. No swing arm, four link or z-link suspensions. No birdcages. Rear suspension area must remain open and unobstructed for inspection.
- e. No suspension, driveline parts or mounts permitted inside the driver compartment.

13. SAFETY

- a. Minimum five (5) point racing safety harness. Belts must be mounted per the manufacturer's instructions. The competitor is solely responsible for checking belts, equipment and harnesses for wear compared to the SFI date of expiration. A Snell standard SA2005 or SFI 31.1 2000 or newer full-face helmet and flame resistant firesuit are required. A SFI-approved Head and Neck restraint, fire resistant gloves and fire resistant shoes are recommended. Helmet - Snell SA2005, or newer recommended. A RACEceiver is mandatory (no other listening or transmitting device is permitted in the vehicle). Roll bar padding is recommended around the driver's compartment. A window net is recommended.
- b. Minimum of one driveshaft 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. A magnetic steel driveshaft must be painted white with car number. A second driveshaft loop is recommended.
- c. If battery is mounted in driver's 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 bolt-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.

14. APPEARANCE

- a. All cars must be neat in appearance, painted to look like a racecar and be neatly lettered with numbers a minimum of 20" high on both sides and 24" high on roof. Numbers to be 4" wide. Note that neon numbers "glow together" on the backstretch when viewed from the tower.
- b. Badly wrecked cars must be straightened.

15. FUEL CELL

- a. Approved fuel cell required. Fuel cell must be in metal container. All cell mounts must be steel, attached to frame or cage. A minimum of two 1" x 1/8" steel mounting straps per side of fuel cell.
- b. 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, IT IS AGAINST THE SPIRIT AND INTENT OF THE STOCK CAR DIVISION*****

DOUBLE FEATURE NIGHTS – NOTES

All cars starting Feature #1 will be awarded starting points for Feature #2.

Feature #2 will lineup with the lead lap results from Feature #1 inverted by the Wheel. Followed by lapped cars.

Feature #1 will pay a 100% point schedule. Feature #2 will pay a 50% point schedule.

Both features will pay a full purse.