

2016 ELDORA SPEEDWAY STOCK CAR TECHNICAL SPECIFICATIONS – (updated: 11/17/15)

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 2016 season is to continue the progress in returning the division to its roots in appearance and cost of entry.

- The 2016 Point Fund is \$10,000 awarding the Champion \$2,000 and paying the top-15 drivers –**
- * Double Features & Double Purses will be contested on selected events 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. SLAB AND/OR SLAB SIDE BODIES WILL NOT BE PERMITTED. 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. Nose valences, plastic rocker skirts or quarter panel extensions will not be permitted.
- c. Stock appearing fiberglass/plastic roof is permitted.
- d. Late Model or Modified-style sail panels will not be permitted. 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. Cutting of any type on the body, with the exception of tire clearance, will not be permitted. Inner fenders may be removed.
- 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. Maximum step 10" - measured from floor panel below driver's seat.
- j. Body damage must be promptly repaired. Cars must be neat in appearance and remain stock in appearance.
- k. Hood and trunk lids (trunk 2'x3' minimum) must be removable for inspection. Holes or openings will not be permitted in the 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. Mirrors will not be 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. Interior tin will not be permitted. 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. Dual point distributor will not be permitted. Magnetos will not be permitted. MSD boxes will not be permitted.
- c. Electric or belt driven fuel pumps will not be permitted. Electric water pumps will not be permitted
- d. Headers permitted. Exhaust must exit under car. Exhaust permitted inside the car will not be permitted.
- e. Only gasoline-type fuels will be permitted. Alcohol, ethanol or methanol will not be permitted.

7. CARBURETOR

- a. One 2-barrel carburetor only of stock production type. Must be Rochester or Holley of traditional design. Fuel injection systems will not be permitted.

8. BRAKES

- a. Must have four-wheel brakes and lock up during inspection.
- b. Shut off device(s) of any type will not be permitted.

9. REARENDS

- 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.

10. TRANSMISSION AND CLUTCHES

- a. Ball spline transmissions will not be permitted.
- b. All cars must start, stop and operate in forward and reverse while the engine is running.

11. TIRES & WHEELS (subject to update by bulletin)

- 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 that fit 10 1/2" inch hoop are permitted for use in 2016.
- d. Approved DIRTcar Modified Hoosier compounds D-40, A-40 plus the Hoosier H-500 will be permitted for 2016. The “NEW” DIRTcar UMP National Modified compound will not be permitted.
- e. Grooved approved Hoosier Racing Tires and stock D.O.T. tires will be permitted on the front tires only. Mud or snow tires and recaps will not be permitted. No bleeders. No unapproved racing tires permitted. Grooved and/or siped tires will not be permitted in 2017.

12. 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:

- a. Suspensions may differ from body-style and may differ from front to rear.
- b. 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.
- c. Quick-release hub and steering quickener are optional.
- d. 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.
- e. 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.
- f. No suspension, driveline parts or mounts permitted inside the driver compartment.
- g. Composite leaf springs permitted. Leaf spring sliders will not be permitted.

13. SAFETY

- a. Minimum five (5) point racing safety harness. Seat 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.

*****IF IT IS NOT IN THESE RULES, IT IS AGAINST THE SPIRIT AND INTENT OF THE STOCK CAR DIVISION*****

– The absence of a specific rule does not imply approval, consent, or permission regarding the subject –

DOUBLE FEATURE NIGHTS – NOTES

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

Feature #2 lines up with lead lap from Race #1, inverted, followed by lapped cars in running order. Lap Count reset.