

SECTION 14 – 2010 KINROSS SPEEDPARK FACTORY STOCK DIVISION RULES

Please read the general rules in addition to these division specific rules. Some duplication and/or discrepancies may arise and if so you are asked to contact track officials for an official ruling.

Please note – any driver not meeting the specifications listed below **WILL NOT** be permitted to compete in this division. There may be a one-week grace period, or penalties assessed for some specifications not met. These decisions are at the discretion of the tech officials and/or track officials and are not up for discussion.

*** TRACK RESERVES THE RIGHT TO CONFISCATE ANY PART, OFF ANY CAR, AT ANYTIME FOR ANY REASON. IF IT'S ILLEGAL, DON'T BRING IT TO THE TRACK.**

**** JUST BECAUSE IT IS NOT WRITTEN, DOES NOT MEAN YOU CAN DO IT.**

SPECIAL NOTE / ELIGIBILITY

- a. Laird International Raceway cars are legal as per their home track rules (carburetor exception listed below). These cars may be referred to as "Type B" cars.

BODY / CHASIS

- a. American made cars or ½ ton 2-wheel drive trucks 1950 or newer.
- b. No station wagons, convertibles, mustangs or corvettes.
- c. Camaros & firebirds are allowed.
- d. After-market bodies are allowed.
- e. Car required to have stock appearing front nose and full rear cover (*at track's discretion*). **No late model-type noses or tail pieces allowed, PERIOD!**
- f. Minimum factory wheel base of 101" as factory listed for year, make and model.
- g. Minimum frame height of 6" **at lowest point of frame**. Frame must be accessible for height gauge through body panels. Frame must be stock from firewall forward.
- h. All glass must be removed except windshield. Lexan windshield is recommended. Three minimum 1/8" steel bars 4" spacing if Lexan is used.
- i. Headlamps, side-marker lamps, turn signal lamps, tail lamps, chrome straps and all other exterior trim must be removed. No lights of any kind will be allowed.
- j. Drive shaft must be steel, have hoop approximately 6" behind front of u-joint and be painted white.
- k. An aluminum or clear 6" **high rear** spoiler is allowed but must not exceed the width of the car.
- l. **FRONT AND REAR TOW HOOKS OR CHAINS ARE REQUIRED!!**

SUSPENSION

- a. Suspension must remain stock for make/model/year.
- b. NO Adjustable balljoints or heim joints.
- c. Locating points of front lower control arms must be in stock position. Upper control arms may be relocated but NOT adjustable. Readily available aftermarket tubular steel upper control arms may be used, but must be identical in dimensions to stock and be same left to right. No homemade control arms allowed. No offset or custom made.
- d. If it is not specifically stated in these rules consider it ILLEGAL!
- e. After market springs and shocks may be used but must remain in stock location. One stock type shock per wheel. Stock steel type shock (PRO, AFCo, CARRERA, or QA1). Welded end, economy style shocks or stock type mount only – No aluminum shocks at all allowed. NO external reservoir. NO PENSKE, NO REVALVABLE BILSTEIN, NO OHLINS. The shock rule is pretty straight forward. NO EXOTIC OR HIGH DOLLAR shocks in this class. If you have something non-economy call or ask first before coming to the track with it on your car.
- f. Screwjacks allowed in rear only.
- g. Front screw cups are permitted – **no screwjacks in front**.
- h. Proportioning valves are allowed on the outside of the cockpit.
- i. Brakes at all four wheels must be operational.
- j. 4-wheel disc brakes are allowed.

WEIGHT

- a. All cars must weight 3400 lbs with driver and helmet in car in racing position after feature.

- b. EXCEPTIONS – Any car that has a stock appearing body including stock firewall + stock floor to rear hoop + steel roof and trunk lid (minimum 22 gauge steel) DEDUCT 200 lbs.
- c. No weight rule for crate engine cars.
- d. No more than 55% left side weight and 50% rear weight.
- e. Kinross Speedpark officials reserve the right to add weight as necessary.
- f. Weight may be added but must be securely fastened with a min. ½ inch bolt(s) and be painted white with the number on it.

ENGINE

- a. Engine must be stock for make model.
- b. Engines limited to 360 C.I.D.
- c. NO 400 blocks.
- d. GM 350, Ford 351, Dodge 360 allowed.
- e. Blocks with original manufactured casting #'s only.
- f. You may overboare if needed – no strokers.
- g. Engine location can be moved back to line-up the #1 plug with the ball-joint (CANNOT be past ball joint).
- h. Cast iron intake and exhaust only.
- i. Center dumps ok.
- j. No after market ignition systems, but factory units may be upgraded using after market parts.
- k. World Products S/R heads are legal. Vortec heads are legal. No aluminum or angle plug heads.
- l. Roller rockers are allowed.
- m. No roller cams.
- n. GM Crate motor #88958602 allowed or Ford Crate motor #M-6007-XB3M allowed (*currently being researched – watch for UPDATE*)
- o. Headers on crate motors 1 3/4" max w/ 3" collectors.
- p. Radiator catch can is mandatory. No anti-freeze.
- q. No aluminum clutches!!
- r. Multi-disc clutches no smaller than 7" will be allowed.

CARBURETOR

- a. Gauge legal Holly 4412 w/ 1" adapter plate.
- b. Type B cars (Laird Int'l Raceway) are permitted an optional 4bbl carburetor.
- c. Crate motor can run 650 Holly #80541-1 or stock 4412
- d. Must pass gauge test.

TRANSMISSION

- a. Transmissions must be OEM.
- b. No trick transmissions of any kind.
- c. Scatter shields, gauge steel or equivalent, are mandatory with manual transmission.

EXHAUST

- a. 2.5" O.D. maximum exhaust pipe from exhaust manifold to muffler.
- b. 30" minimum length exhaust pipe from manifold to muffler inlet.
- c. Mufflers are mandatory.
- d. Exhaust must exit behind driver.
- e. 100Db at 100 feet max.

REAREND

- a. Rear end must be stock for make/model and may be locked
- b. 9" Ford rear ends will be allowed however it must be cast iron and steel. No aluminum components allowed. (Camaros, Firebirds and Novas must run leaf springs only but may be 9" ford rear axle).
- c. Floaters will be allowed/legal.
- d. 4 link suspension only.
- e. No j-bars, 3-links or panhart bars.

TIRES & WHEELS

- a. Hoosier 970.
- b. Maximum 8" wide steel race wheels.

- c. White spoke ok. 1" lug nuts are mandatory.
- d. NO SOAKING, chemical treatment, tire softening or other foreign matter of any kind allowed.

ROLLCAGE

- a. Three driver protection bars and 4-post roll cage are mandatory. THESE WILL BE INSPECTED!!!
- b. Single bar from hoop optional but must not pass through grille or front of car.
- c. Two braces may be placed from top or rear cage to rear bumper. Any installation will be for the sole purpose of extra protection for the driver.
- d. Pipes to be not smaller than 1.5" O.D. and .125 thickness. Tubing to be no smaller than 1.5" O.D. with .095 thickness.
- e. No slant cages of any kind.
- f. All roll bars, roll cages, etc...are subject to track official approval.
- g. 16"x 30"x 1/8" steel or 16"x 30"x 1/3" aluminum doorplate and 10" x 30"x 1/8" steel or 10"x 30x 1/3" aluminum footplate mandatory.
- h. A one (1) inch maximum square tube tapered at both ends allowed for rub rail.

FUEL TANK

- a. Fuel cells are mandatory.
- b. Cells must be painted red and securely fastened in the trunk area. Must be in a steel can.
- c. Fuel cells must be a minimum of 8 inches from the ground.
- d. Two (2) 1" x 1/16 thick straps on the top of fuel cell

SAFETY

- a. Racing approved aluminum seat with proper seat is required. Seat must be secured fastened to roll cage.
- b. Battery may be moved into cab area. It must be in a box securely fastened to floor.
- c. Fire extinguishers are mandatory and within reach of driver and are to be in an approved holder.