



Lakeside Speedway

2017 Factory Stock Rules

Significant and/or material changes from the 2016 Factory

Stock rules are **highlighted in RED**.

1. Body and Frame:

1. American made year 1955 or later rear-wheel drive, front engine car, with 101-inch minimum wheelbase.
2. Sports cars not allowed. Example, Corvette or fiberglass-bodied cars.
3. Bodies must be steel OEM panels or steel OEM stock replacement panels only. All panels must have the factory body lines in them and be rolled like factory panels. They cannot be flat slab panels. They must remain the factory sizes and shapes. Sunroofs must be closed in using steel panel and welded. T-top cars not allowed.
4. Body must match frame and must remain stock appearing and unaltered in stock location. If rust damage exists you may cut the frame at a point no farther forward than the vertical center line of the rear-end housing and replace frame rails with 2"x 3" .095 rectangular steel tubing (minimum).
5. Year 1970-1982 Camaro may be used; however you must use a 2"x2" sub-frame connector under the car only to connect front and rear sub-frames. You cannot under sling the rear end of the car. All rear suspension mounting points must remain in stock location.
6. Rear firewall must be installed to close off trunk area from driver's compartment completely. You may use a minimum of .035 sheet aluminum or sheet steel.
7. Front firewall must remain full and may not be altered in any manner. All hole must be closed off with a minimum of .035 sheet aluminum or sheet steel.
8. All glass, chrome, exterior trim and fiberglass body parts must be removed.
9. Excessive gutting not permitted; however, you may gut the hood, trunk lid, doors and fenders for reasonable tire clearance. Factory metal hoods only.
10. Plastic nose and tail pieces allowed. Rear tail piece may not be flared as acting like a spoiler.
11. Spoiler's, wings and anything that tampers with normal airflow is not allowed. No open holes are allowed in the hood.
12. Rounding hoops above and below rear bumper are allowed to help protect the fuel cell in trunk. Tubing can be no larger than 1.5 inches (1 ½ inches).
13. Deck lids must be secured using quick-release pins only (nuts and bolts not allowed).
14. Side skirts are permitted. Skirts must maintain five (5) inches of ground clearance at the lowest point and not extend above the first body line on the doors and quarter panels.
15. All cars must be clearly marked with numbers on the driver's side, passenger side, roof, front and rear. Side and roof numbers shall be a minimum of 18" tall and contrast car color. Mirrored or excessively shiny numbers are not permitted. Front and rear numbers must be a minimum of 5" tall and contrast from car color.
16. Car with driver must weigh a minimum of 3,200 lbs. after race. Weights added to car must be attached by weight clamps and will be white in color with the assigned car number visibly painted on. Weights will be attached by a minimum of two 1/2" bolts and weight clamps. Bolts will not be welded to bars or frames. Weight will be mounted inside trunk and in no way mounted high on the roll cage.

2. Steering and Chassis:

1. Must have OEM/STOCK steering parts or OEM aftermarket replaceable steering parts. All suspension

pieces must be in stock locations. All suspension parts must be stock for the car being used. Lower A-arms must match car being used as built by the manufacture. Nova A-arms, Camaro A-arms or any others cannot be used on any chassis other than what they are designed for.

No steering quickeners allowed. **NO RACING STEERING BOXES ALLOWED, STEERING MUST BE A MINIMUM OF 2 TURNS LOCK TO LOCK.** Exception: 1978-1987 GM midsize metric frames may use tubular upper control arms. These must be stock dimensions and use only stock bolt in replacement ball joints. No screw in ball joints. Shafts may be steel or aluminum. Neoprene bushings are allowed. Eight (8)-inch right and 8 ½ inch left tubular upper A-arms may be used on all 1978 to 1987 midsize metric frames.

2. Speedway Motors replacement spindles may be used.
3. No weight jacks of any type allowed.
Independent rear suspensions are not allowed.
4. Trailing arms must remain stock, stock length and in stock location, per car make and model, offset bushings not allowed. If using a 9" Ford rear end, all mounting points must match all mounting points on the rear end being removed. Rear trailing arm bushings must be rubber OEM type or neoprene and cannot be drilled out for softening or altered in any way. Same applies for front A-arm bushings, altering of any kind is not permitted, must remain OEM.
5. Racing shocks are allowed. Shock must be in stock location and in stock mounts only.
6. Only one shock per wheel allowed. No heims end shocks, no aluminum shocks. Shock adapters that allow heims-end shocks to be mounted in stock location are not allowed. No adjustable or twist type adjustable shocks are allowed. No pressure adjustable shocks of any type are allowed. Shock mounts cannot be altered, cut, re-welded or changed in any way to mount shocks. Re-buildable shocks or take-apart shocks of any type are not allowed. No bulb type shocks allowed. No gas adjustable shocks allowed.
7. Racing springs are okay, springs must be mounted and tethered in stock OEM location, maximum of 13-inch rear springs on both sides. It is required to run the same length on both sides.
8. Weight jacking devices, spring spacers or spring rubbers of any kind not allowed.
9. Adjustable lowering blocks are not allowed.
10. If utilizing a sway bar, it must remain stock, stock length bolts and spacer (same length) on both sides of the front end.
11. Adjustable spring spacer is not allowed on the front or rear. You may cut to fit on front only. If spacer blocks are used on the front springs they must be the same height and size left and right.

3. Roll Cage and Driver Compartment:

1. A minimum of a six point roll cage is required with a minimum of 3 driver's door bars and 2 passenger side door bars. Roll cage must be welded to the frame of car (Camaro's must weld the roll cage to a 6"x 6" x 3/16" steel plate. Plates must be fully welded to floor pan, then drilled and bolted to 6" x 6" x 3/16" steel plate below the floor pan). Front and rear hoops are allowed.
2. Roll cage must be fabricated from a minimum 1 1/2" x .095 wall tubing.
3. No offset cages or set back cages, rear hoop behind driver cannot be moved back further than 41 inches from top of windshield opening.
4. Must be a minimum of three bars in front of driver fabricated with a minimum 3/8" steel rod. It is highly recommended that the driver's door bars are plated with not less than 3/32" steel plate and cover not less than 80% of the door area.
5. Aluminum racing seats only. Seat must be bolted to roll cage only using no less than 7/16" grade eight bolts with flat washers top and bottom of bolts with lock nuts.
6. Five-point safety belts are mandatory. Safety belts must be bolted to roll cage with a minimum of 7/16" grade eight bolts and lock nuts. Safety belt can be no older than three (3) years old.

7. Ribbon type window nets required. Window nets must be bolted in on the bottom with a release at the top.
8. Fire extinguishers are required and must be with-in reach of the driver.
9. A master disconnect switch is required and must be mounted behind driver's seat and clearly marked OFF and ON, and be easily reached from outside of car.
10. Steering column must be in stock location.
11. Quick-steering reducers are not allowed.
12. Firewall must be stock, no moving or straightening, OEM floor may be replaced from OEM front firewall to OEM rear firewall using steel fabricated floor pan, 18 gauge or minimum 0.049 inch thickness, securely welded to frame. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail. Exception is maximum eight (8) inch tall driveshaft tunnel similar to OEM tunnel in size.

4. Rear-End, Brakes and Drive Shaft:

1. OEM original type rear end in stock location. 9" rear ends are allowed with stock drum or disc brakes only. All the mounting points must match all mounting points on the rear end being removed. OEM rear end mounts must be level left and right, uppers and lowers. Mounts cannot be more than 3 inches to center of bolt from top of housing. Lower control arm mounts cannot be lower than 3 ½ inches to the center of the bolt to bottom of axle tube.
2. Floater rear ends allowed. (Non-floater's; hardened axles highly recommended).
3. Gears may be locked, no limited slip, spools are allowed.
4. OEM factory original type brakes only.
5. Rear disc brakes are allowed. Calipers must be steel and all match. Rear rotors must be vented.
6. All 4 brakes must lock up on inspection. No brake shut-offs allowed.
7. Aftermarket pedals allowed. Brake bias allowed, front to rear only.
8. Steel drive shafts only. Drive shaft must be stock OEM only and painted white with car number clearly marked. A drive shaft loop is mandatory and must be fabricated from a minimum of 1/4"x 2" steel strap around the drive shaft no further back than 6 inches from the back of the transmission.
9. **MAXIMUM GEAR RATIO IS 5.29; YOU MAY RUN A LOWER NUMBERED RATIO SUCH AS 5.14, 5.00, 4.86 AND SO ON.**

5. Tires and Wheels:

1. American Racer G-60 KK704 **OR HOOSIER G-60 IMCA STAMPED** is the only tire permitted. **MUST RUN SAME MAKE TIRE ON ALL 4 CORNERS, NO MIXING.** Tire grooving, siping and grounding permitted.
2. Beadlocks permitted on the right side only.
3. No softening or conditioning of tires allowed. All tires must meet a durometer of no less than 55 at technical inspector's discretion.
4. No aluminum wheels. Minimum 1" OD lug nuts and 5/8 wheel studs required. Wheels must be 8" wide and made of steel. Wide-five adaptors are not allowed.

6. Electrical and Ignition Systems:

1. Battery may be moved and must be securely mounted in trunk area and must be totally encased.
2. No voltage-enhancing devices allowed.
3. All wiring shall be neatly bundled and secured to chassis, all wires passing through holes shall have a rubber grommet to prevent wires from shorting to chassis ground (rubber hose is not a grommet).
4. Stock OEM HEI or Stock OEM point distributors only with one stock 12-volt coil. No aftermarket performance parts allowed with the exception of plug wires. Stock firing order.
5. No timing retard, voltage reduction, or traction control devices of any kind allowed. Discovery of any aforementioned or like devices found connected to the ignition will result in immediate disqualification and forfeiture of points and monies earned for that night.
6. **YOU MAY RUN REV-LIMITER. (OPTIONAL)**

7. Fuel Systems:

1. Pump gas or racing fuel allowed, no alcohol, no E-85.
2. Fuel cells are mandatory; maximum of 22 gallons. Fuel cells must be encased in an approved metal container of no less than 20-gauge steel. Fuel cell must be mounted in trunk area of car only using a minimum of two 1 1/2" x 1/8" steel straps wrapped completely around cell and mounted to chassis of the car. Bottom of fuel cell must be set in car no lower than bottom of frame rail.
3. All fuel lines must be routed neatly under the car and kept above the bottom of the frame rails at all times or through the interior of the car, if so; lines must run through a steel tube.
4. All fuel pumps shall be mechanically driven and bolted directly to engine block in stock location. Center of fuel pump should measure no less than 1 3/4" to the front of the unaltered cross member. No electric, belt drive or rear drive fuel pumps allowed.
5. No pressurized fuel systems allowed.
6. All fuel cells must have flapper valve and tip valve in vent line.

8. Carburetor and Intake:

1. Cast Iron OEM Quadra jet or 2-barrel intakes allowed, Aluminum intakes allowed, no marine or Bowtie intakes allowed. Intakes cannot be altered, ported or polished. One (1) inch spacers only. (See below)
2. Carburetor part #0-4412, 500 c.f.m. model only. Must be stock and pass a go, no-go gauge. No down leg boosters and no altering of booster cluster. Throttle shaft must remain stock and must not be thinned or cut in any manner. Stock throttle plates and screws, must not be thinned, cut or tapered, maximum throttle bore 1 11/16" and maximum Venturi bore 1 3/8". No modification of carburetor. No boring or polishing of throttle or Venturi bore allowed. Use carburetor adapter Mr. Gasket part #1933 or #1929.

9. Engine and Transmission:

1. The engine rules for the Factory Stock class are intended to be completely stock. Stock compression motors only. All internal engine parts must be OEM dimensions and weights. All crankshafts and connecting rods will be stock OEM in appearance and type. Any crankshafts or connecting rods that are used, that are not OEM produced cannot be polished or coated in any way. Connecting rods must be "I Beam" and cast only and must have all casting lines in them if that's how they appear stock OEM.
2. Must have V-8 engine, OEM size configuration. 360 cubic inch maximum.
3. No stroker motors.
4. No crate engines.
5. Engine in stock location, no moving motor back, down or up, same brand as car GM to GM, Ford to Ford, etc. Motor mounts will be in stock locations only.
6. Flat top or Dish pistons only.
7. Cast iron OEM heads only, no double hump, angle plug or Vortec heads allowed. Screw in studs **AND GUIDE PLATES ALLOWED**. Stud girdles not allowed. No porting, polishing, bowl cutting, milling or altering of any kind.
8. Roller tip rocker arms or stock rocker arms only. Polylocks are allowed. 1.5 stock ratio must be maintained, must run 0 valve lash, rocker nuts must be back off 3/4 turn before 0 valve lash. Head Combustion Chambers can be no smaller than 72cc. Any Factory OEM Performance head is not allowed. The OEM Machined Flat Boss on the exhaust side of the head can be no closer than 1.170" to the deck of the block. Intent is to help stop over milling of the head surface and increasing compression.
9. Smooth idle cams at 800 rpm, must pull 16 inches of vacuum. No roller cams, no solid lifters, hydraulic lifters only. No anti-pump up lifters. All camshafts should be OEM only and stock. Camshaft

can have no more than .285 lift at the camshaft and no more than .430 lift at the valve max. Any performance, R.V., Z-28, RT, GT or any Factory OEM performance cams are not allowed. Manufacturer's numbers must remain on the cam for identification. Any numbers changed, altered or removed on the cam will result in immediate disqualification and forfeiture of all points and monies earned for the night.

10. Cast iron exhaust manifolds or headers allowed. All exhaust must run and turn down under car.
11. Steel scatter shield required.
12. Aluminum radiators allowed.
13. Transmission must remain completely stock. OEM transmissions cannot be altered in any way. No after-market transmissions of any kind allowed. Anyone caught using a racing transmission of any kind will be immediately disqualified for that night and will forfeit all points and monies earned. Discrepancies found will be subject to re-inspection upon returning to competition.
14. Standard must have all working gears and stock OEM clutch, minimum 10.5-inch flywheel and pressure plate. Automatics must have all working gears with OEM working torque converter. No converters smaller than **10** inch. Stall type torque converters of any type are not allowed.
15. No racing power glides.
16. No aluminum or Corvette components. Flywheel must be stock type OEM only, no lightened flywheels or flex plates allowed. Standard flywheel weight minimum of 16 lbs. Hydraulic clutch slave cylinders and aftermarket clutch master cylinders are allowed.

OEM=original equipment manufacturer

The spirit and intent of these rules is to maintain the integrity of "stock" car racing. In recent years, stock car class rules have moved away from the original intent of maintaining an entry-level or cost-effective class that is easy as possible on the common man's wallet! Help us keep the integrity of the rules by conforming and abiding by the rules in keeping with the intent of safeguarding entry-level and cost-effective racing!

Do not read between the lines, if something is not in this rule book, do not assume you can make things up on your own, ask questions clarification if you are unsure of anything. The assigned Technical Inspector has the final say in rules clarification. Although these rules were designed around already existing "like" car classes in the general area, there are differences, read carefully, "I didn't know" is not an excuse. Main thing, "JUST HAVE FUN".

IMCA Hobby Stocks and USRA Hobby Stocks are allowed to run but must follow their rules package but still run the 5.29 maximum gears. Must weigh 3100 pounds and must be either USRA Licensed or IMCA Licensed.

Questions regarding these rules may be forwarded to either:

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