

SOUTHSIDE SPEEDWAY

2008 RULES

GRAND STOCK

(Final revision November 14, 2007)

1. COMPETING MODELS - Any steel-bodied full factory frame 1970 through current model year American-made passenger sedans with an AMA wheelbase of no less than 107 inches. Wheelbase must remain original as manufactured for year and model +/- 1/2 inch tolerance right and left. Tread width must remain original as manufactured for year and model +/- 3/4 inch tolerance. Offset must remain the same front to rear.

2. BODIES

- a. Body may not be lightened.
- b. Original dimensions of all bodies must remain as manufactured. Roof, hood, rear deck, quarter panels and floor pan must remain stock. No hood scoops. No aluminum body parts allowed. Must be magnetic steel (not stainless steel). Rayline or Five Star body stock replacement allowed. Roof, floor pan, hood and rear deck must be stock. Doors and fenders may be fabricated but must maintain stock appearance. Removal of inner front wheel wells is permitted. Must retain complete stock floor pan and rear wheel wells. Body may not be lowered on frame. Body bushings may be replaced with metal bushings of same thickness.
- c. Doors must be welded or bolted shut. No pop-rivets.
- d. Hood and trunk must be secured with positive type fasteners, a minimum of 3 on hood and 2 on trunk. Hood and trunk lid must be hinged.
- e. Hood and deck lid inner bracing may be removed.
- f. Fenders may be neatly cut and rolled for tire clearance. Must follow original body lines.

Revised November 14, 2007

- g. Car must be neat in appearance.
- h. Maximum opening of 4 inches between the hood and the bottom of the windshield.

3. WEIGHT

- a. Weight rule: Minimum 3100-lbs. total weight. Minimum 1450-lbs. right side weight. All bracing must be of equal length and thickness right to left side. No gas or liquids may be added at conclusion of race.
- b. Added weight must be in block form of no less than 5-pound blocks (no pellets) and painted white with the car number on it.
- c. Added weight must be securely bolted in place.
- d. Weight may not be added to the outside of the frame rails or ahead of the front spindles or behind the rear axle or inside the driver's compartment.
- e. Dislodged weight will not be returned to the car for weighing after the race.

4. GLASS

- a. Front windshield may be glass or Lexan® and must have a minimum of five clips securing it. Three (3) 1/8 X 1" metal retaining straps must support the inside of front windshield. Rear window must be replaced by Lexan® or Plexiglas and must have a minimum of 2 each; 1-inch wide metal retaining straps.
- b. All cars must have a rear view mirror. Mirror must not extend beyond outer edge of door or "A" post.
- c. Headlights and taillight holes must be covered neatly with metal.

5. INTERIORS

- a. Either a stock dash or full-length sheet metal dash is required.

- b. Battery may be located in the driver's compartment, but must be completely enclosed within a steel box with a maximum thickness of 1/8" and a minimum thickness of 1/16". The lid must bolt shut and the box must be bolted securely to the floor. The battery must be sufficiently blocked to prevent excess movement within the box. The box must be insulated at the point of the battery posts to prevent arcing.

6. TRANSMISSION

- a. Only stock automatic transmissions permitted. Forward and reverse must work. Alterations or modifications are not allowed. Must have a working neutral safety switch. May use transmission cooler.
- b. Minimum 11 inch stock converter.
- c. One "U" shaped steel strap, 2 inches wide and 1/4" inch thick must surround shaft and be fastened to the floor cross-member.
- d. Drive shaft must be magnetic steel and painted white.

7. ROLL CAGE

- a. A complete approved roll cage required.
- b. All bars within driver's reach must be padded.
- c. Driver's door must have a steel plate measuring 18" X 24" with a thickness of .090". Plate must extend from the frame-rail upward.
- d. Cage must be centered on frame left to right.
- e. Tubing must be minimum .090 thickness.

8. FUEL AND FUEL CELL

- a. Racing fuel permitted. Fuel additives are not allowed.

- b. An approved fuel cell required. Maximum capacity, including the filler spout and overflow must be 22 gallons. The nominal fuel cell size must be 32- 5/8 inches by 16-5/8 inches by 8-7/8 inches.
- c. Materials other than standard foam as provided by an approved fuel cell manufacturer will not be allowed.
- d. Fuel cell check valve is required and must be acceptable to track officials. All approved fuel cells may be equipped with a steel ball fuel filler and fuel vent check-valve assembly.
- e. Fuel Cell must be enclosed in an approved container of no less than 20-gauge steel. Cell must be mounted as far forward as possible, and equal distance between the frame rails. Bottom of cell cannot be lower than the bottom of the rear frame rails. Four steel straps minimum 1 inch wide X 1/8-inch thick must secure the cell to the trunk.
- f. A steel firewall not less than 20-gauge thick must fully separate the driver's compartment from the fuel cell.
- g. Outside fill is not allowed.

9. COOLING SYSTEMS

- a. Aluminum radiator permitted.
- b. Braided steel hoses and aluminum water pumps not permitted.
- c. Only a standard magnetic steel OEM fan with a minimum of four (4) blades shall be used. Minimum diameter of fan shall be 14 inches. Blade width shall be a minimum of 3.5 inches wide. No flex fan permitted.
- d. Minimum 5 inch aluminum pulleys permitted. No under drive pulleys allowed.
- e. No flat fan blades permitted.
- f. Water only. Additives are not allowed. Anti-freeze is not allowed.

10. DIFFERENTIAL

- a. Only OEM style posi-traction, spools or welded gears permitted. No ratchet, gear-driven coupler, or torque sensing type differentials allowed.
- b. 12-bolt GM rears are not allowed.
- c. C-clip eliminators are permitted.

11. SUSPENSION

- a. Modifications are not permitted. Front and rear control arms must mount in original locations. Control arm bushings may be rubber, plastic or metal. Racing springs may be used. Non-adjustable spring spacers are permitted. Mono-balls are not allowed. Extended or adjustable length ball joints are not allowed. No heim joints permitted. All suspension components must use stock type mounting hardware and must be located in the original factory location.
- b. Absolutely no bending, cutting, offsetting or interchanging of parts.
- c. Left side ground clearance 6 inches minimum with driver in driving position of car.
- d. Panhard bars are not allowed.

12. SHOCK ABSORBERS

- a. All shocks must have stock type welded ends and must mount in their original mounting holes. For racing shocks, only nonadjustable stock mount permitted. Non-Adjustable OEM style street shocks are permitted.
- b. All four shocks must be from the same manufacturer. Left and right side part numbers must be the same.
- c. The track can claim any competitor's shocks for \$200.00 per set.

- d. All four shocks must be from the same manufacturer. Left and right side part numbers must be the same.
- e. Do not remove factory decals or paint shocks. Part numbers must be visible.
- d. The track can claim any competitor's shocks for \$200.00 per set.

f. BRAKES

- a. All components must be stock OEM / replacement for make and model of car used. No racing components allowed except for brake pads.
- b. Rotors or drums cannot be drilled or lightened.
- c. Aluminum drums or in-car brake adjusting devices are not allowed.

g. TIRES AND WHEELS

- a. Track spec tire only. No alterations allowed. \$500.00 fine if caught soaking tires or if tires are too soft per manufacture specs.
- b. Any steel wheel not exceeding 7 inches wide permitted. All wheels must be the same size with minimum 3 inch offset. No deep dish wheels allowed.
- c. A maximum of ¼" spacer on the left and ½" spacer on the right side of car. Spacers must be same front and rear.
- d. Bleeder valves are not allowed.
- e. One jack and one air or lug wrench permitted during race.

h. ELECTRICAL SYSTEM

- a. Master on-off switch on battery cable must be located on center of dash.

- b. Battery may not be located in the trunk.
- c. Self-starter must be in working order. After-market starters are not allowed.
- d. Factory appearing OEM single point or OEM electronic ignition systems permitted. Multi-spark systems not allowed.
- e. No wire looms or wiring harnesses permitted. All electrical wiring must be point-to-point and each wiring connection must be easily traceable and removable from the car for inspection purposes.

i. ENGINES

- a. Engine must mount in original location with stock/OEM replacement engine mounts. Engine may not be lowered or set back. May be interchanged within manufacturer's line.
- b. No factory or after-market high performance parts allowed except as stated below. Stock appearing oil pan only.
- c. GM products must use a stock automotive Rochester carburetor with a 1-1/4-inch venturi. Fords must use a stock 350 Holly or Motorcraft® carburetor with a 1-11/16-inch throttle bore and 1.333-inch venturi. Marine or special application carburetors not allowed.
- d. Intake manifold must be two-barrel cast iron. No modifications. Studs must be in all 4 holes with nuts.
- e. Exhaust manifold may be stock unaltered cast iron. Center dump/ram type manifold allowed. Crossover equalizer tubes or thermal wrap are not allowed.
- f. Exhaust headers will be permitted. Headers must be manufactured using a magnetic steel primary tube size of 1-5/8 inches outside diameter, maximum 30 inches in length cut off square, with a collector tube size of 3 inches outside diameter. Cones or pyramids are not allowed. The header collector pipe must not be reduced at any point between the primary tubes and the exhaust pipe. Those tubes that do not must be mounted parallel or angle down, in reference to the

cylinder head, then turn down and turn to the rear of the collector pipe. The maximum thickness permitted on the header-mounting flange will be 3/8 inch.

- g. Only a round dry-type paper air filter element maintaining a minimum of 12 inches and a maximum of 14 inches in diameter will be permitted. The air filter element must maintain a minimum of 1 ½ inches and a maximum 4 inches in height. All air must be filtered through the element. The air filter elements must not be sprayed or soaked with any type of chemicals or liquids.
- h. Only a round metal air filter housing will be permitted. The top and bottom of the air filter housing must be solid and must be the same diameter. Lips or expanded edges will not be allowed. The center stud hole in the top of the air filter housing must not be recessed more than 1-inch. The air filter housing must be the same diameter as the air filter element. The air filter housing must be centered and set level on the carburetor. The bottom of the air filter housing must be lower than the top of the carburetor choke horn. Tubes, funnels or any device which may control the flow of air will not be allowed inside of the air cleaner or between the air filter housing and the carburetor.
- i. Any hydraulic cam permitted. Maximum lift .410 measured at valve and .274 inches at lifter. Vari-duration or anti-pump lifters are not allowed.
- j. Heads must be no less than 75cc for GM products with intake valve size of 1.94 inches and exhaust valve size of 1.50 inches. GM 441 casting not approved. Ford must be no less than 70cc with intake valve size of 1.84 inches and exhaust valve size of 1.54 inches. Any stock diameter spring and steel retainer permitted. No beehive spring allowed. Guide plates not allowed. Screw-in studs 3/8-inch maximum.
- k. Standard factory maximum 3-angle valve job permitted. No grinding or polishing on any part of head, intake or exhaust manifold. Interior must retain original cast finish.
- l. Maximum displacement: 350ci + .040 overbore for GM products. 351ci + .040 overbore for Ford products.

- m. Pistons must be flat top stock OEM/replacement type, 4 equal valve relief only. Pistons must have .550 compression height, plus or minus .010".
- n. Crankshaft must be must weigh minimum of 50 pounds. May not be lightened or knife-edged.
- o. Connecting rods may aftermarket. Only solid steel connecting rods permitted. "I" Beam type connecting rods only. No billet connecting rods. Connecting rod must maintain stock production length.
- p. No larger than 1.52 roller rockers and guide plates permitted.

j. **STEERING**

- a. Gear box must be stock for make and model of car. Any power steering pump permitted.

k. **PERSONAL SAFETY EQUIPMENT**

- a. Competition shoulder harness and lap belt must be at least 3 inches in width. Sub strap is required. Metal-to-metal buckles are required on shoulder and seat belts. The shoulder harness should be attached to the roll bar behind the driver's seat even with or slightly higher than the driver's shoulder. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage. Shoulder harness inertia reels are not allowed.
- b. Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt.
- c. All seat belts and shoulder harnesses must connect at the lap belt with a quick-release buckle acceptable to track officials.
- d. Seat belts and shoulder harnesses should not be more than Three (3) years old. Manufacturer's date tag may not be altered or removed and must be easily accessible for inspection purposes. Production-car factory-type shoulder belts or straps are not allowed.

- e. A window net made from minimum $\frac{3}{4}$ inch, maximum 1-inch wide nylon rib-type material must cover the left side door window opening. The maximum square opening between the ribs must not exceed $2\frac{1}{4}$ inches. The minimum window net size must be 22 inches wide by 16 inches high.
- f. Window net mounts must be a minimum of $\frac{1}{2}$ inch diameter solid steel rod on the bottom and a minimum 1-inch wide by $\frac{3}{16}$ inch thick flat steel or a minimum $\frac{1}{2}$ inch diameter solid steel rod on the top, with mounts welded to the roll cage.
- g. The window net, when in the closed position must fit tightly and be secured with a lever-type quick release latch. The lever must be secured by a detent ball in the lever and may be supplemented by a Velcro® fastener only. Pins or clips are not allowed. The latch must be mounted at the top in the front to the roof bar. An approved cam-lock latch is permitted.
- h. An approved and fully charged fire extinguisher must be securely mounted within easy reach of the driver and cannot be taped to roll bar.
- i. The steering wheel must be steel and have a quick-release for removal. The center of the wheel must be padded.
- j. Aluminum racing seat only required.
- k. All roll bars within reach of driver must be padded.
- l. Approved head and neck restraints are required.

I. POST-RACE INSPECTION

- a. If a car is deemed to be in violation of the rules penalties will be dispensed based upon the infraction. Failure to honor post race inspection will result in disqualification from that racing event, and further disciplinary action is possible. All decisions by tech officials are final and non-appealable.
- b. Illegal parts must be surrendered to the track official in charge. Parts not surrendered will be cause for a fine and possible suspension from future events.

- c. Items that have passed previous inspections do not mean they are legal and can be deemed in violation of the rules at any time.
- d. Once tech officials notifies the driver/crew chief/team member/owner or any member of the race team of the items to be inspected the team will have 15 minutes to begin tear down. The car/parts, etc must be presented to officials for inspection within 30 minutes of notification unless otherwise directed by tech officials.

m. RULE INTERPRETATION

- a. All decisions by track officials are final and non-appealable. Interpretation of all rules is final and non-appealable as defined by track officials. Violation of the spirit or intent of the rules is prohibited.

n. PROTEST

- a. Only cars that finish in the top 5 can protest other finishers that finish ahead of them. Each item will be \$200.00 and must be presented within 10 minutes of the checkered flag to an official in writing with cash by the driver. Money cannot be collected from individuals. Items protested will also be inspected on the car presenting the protest. Driver requesting protest shall be required to pay all cost incurred by engine builder, body shop, etc of each car and there will be no guarantee that either car will be returned by the next event. Any protest can be refused at the discretion of track officials for any reason and is non-appealable. If the driver submitting the protest is correct \$150.00 will be returned and \$50.00 will go to the track. If the car being protested is legal \$150.00 will go to the car that was protested and \$50.00 will go to the track. If both cars are illegal the \$200.00 will go to the track.

22. For more information contact:

Southside Speedway (804) 744-2700

Email: sssraceofficial@yahoo.com