

SOUTHSIDE SPEEDWAY
2018 RULES
GRAND STOCK

RULE BOOK DISCLAIMER

The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

-The Management of Southside Speedway

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 +/- ½ inch tolerance right and left. Tread width must remain original as manufactured for year and model +/- ¾ inch tolerance. Offset must remain the same front to rear. Body, engine, transmission and parts must be stock for year, make and model of car except as noted within the 2018 rules. No truck, bus, marine or tractor parts permitted except noted within the 2018 rules. All parts must be approved by track officials.

2. BODIES & FRAME

- a. No functional hood scoops. Rayline, Five Star or AR sportsman body stock replacement allowed. Ford and Toyota body styles allowed on GM metric chassis. Fords may run 351 Windsor engine or GM engine. Toyota must run GM engine. Bodies may be fabricated but must maintain a minimum thickness of 22 gauge. Removal of inner front wheel wells is permitted. Must retain complete stock floor pan. Stock floor pan must be mounted in original location, can not be lowered. Body may not be lowered on frame. Body bushings may be replaced with metal bushings of same

thickness. Maximum 3 inch crush panels allowed on fabricated bodies. Frame must remain stock front firewall forward to bumper mounts (front clip). Frame must remain stock from rear riser rearward to rear bumper mounts (rear clip). The area between the front and rear clips can be boxed on the inside of the frame rails using magnetic steel plate no thicker than 1/8". All bracing must be of equal length and thickness right to left side. No "X" bracing allowed.

- b. Doors must be welded, bolted or pop-riveted.
- c. Hood and trunk must be secured with positive type fasteners, a minimum of 3 on hood and 2 on trunk. Flat aluminum or fiberglass hoods with pins permitted.
- d. Hood and decklid inner bracing may be removed.
- e. Spoiler maximum height is 5". Spoiler must be a minimum of 40" in height when measured from the floor on fabricated non-metric chassis style bodies and aftermarket non-metric chassis bodies.
- f. The roof must be a minimum height of 49" when measured from the floor.
- g. Fenders may be neatly cut and rolled for tire clearance. Must follow original body lines.
- h. Car must be neat in appearance.
- i. Maximum opening of 4 inches between the hood and the bottom of the windshield on all openings.

3. FAIR COMPETITION

In the interest of fair competition track officials may add/subtract weight or make other adjustments as necessary to level the competition.

4. WEIGHT

- a. Weight rule: The scales at the racetrack are the "official" scales for vehicle weight. Driver must be seated and in driving position while weighing. Crew members can not be within 3 feet of car will being weighed. Cars must be a minimum 3100-lbs. total weight, minimum 1450-lbs. right side weight, 50% maximum rear weight, and maximum of 52% cross weight (right front to left rear) at the conclusion of the event. No gas or liquids may be added at conclusion of race to make weight or cross weight permitted.
- 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.

5. 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.

6. INTERIORS

- a. Full-length sheet metal dash is required, or stock dash is permitted.
- b. Battery may be located in the driver's compartment with master cutoff switch located near the center of dash. Battery 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.

7. TRANSMISSION

- a. Only stock automatic transmissions permitted. Forward and reverse must work. Alterations or modifications are not allowed. No direct drive transmissions allowed. Must have a working neutral safety switch. May use transmission cooler.
- b. Minimum 11 inch stock converter. Can not be a lock-up / direct drive converter.

- c. Transmission safety blanket recommended.
- d. One “U” shaped steel strap, 2 inches wide and ¼” inch thick must surround shaft and be fastened to the floor cross-member.
- e. Drive shaft must be magnetic steel and painted white.

8. 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. Total driver's door plated with 3" hole for jaws of life entry for driver's protection recommended.
- d. Cage must be centered on frame left to right.
- e. Tubing must be minimum .090 thickness.

9. FUEL AND FUEL CELL

- a. Racing fuel permitted. Fuel additives for performance enhancement 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 at any point. 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.

10. COOLING SYSTEMS

- a. Aluminum radiator permitted.
- b. Braided steel hoses not permitted. Aluminum water pumps permitted (optional).
- c. Electric fans permitted.
- d. Minimum 5 inch aluminum pulleys permitted on accessories and a minimum 5 inch aluminum pulley on the crank shaft. Underdrive pulley systems are allowed. No serpentine or cog driven belt systems allowed. Must be v-drive type belts.
- e. No flat fan blades or flex blades permitted.
- f. Water only. Additives are not allowed. Anti-freeze is not allowed.

11. DIFFERENTIAL

- a. OEM style posi-traction, spools, welded gears or Detroit lockers only permitted. No other type of differential allowed.
- b. 10-bolt GM, Metric, 7 ½" ring gear differential only.
- c. 12-bolt GM rears are not allowed.
- d. C-clip eliminators are permitted.
- e. Tread width must remain stock plus ¾ inch allowance for wheel spacers.

12. SUSPENSION & STEERING

- a. All suspension components must use stock type mounting hardware and must be located in the original factory location. Absolutely no bending, cutting, offsetting or interchanging of parts unless permitted below.
- b. Ground clearance is 6 inches minimum with driver in driving position of car. This includes all body panels, skirting, nose and etc.
- c. Front control arms must mount in original location. Control arm bushings may be rubber, plastic or metal. Material must be like for like on both sides. Mono-balls are not allowed.
- d. Notching permitted on upper control arm for shock clearance only.

- e. Upper ball joints must be either K5208 (stock), AFCO 20032 (standard length) or QA1 1210-104 (3.593 inches). The spindle hole must be reamed to a 10 degree taper for the AFCO or QA1 and properly seated.
- f. Lower ball joints must be either K6145T (stock), AFCO 20039 (standard length) or QA1 1210-109 (3.641 inches). The spindle hole must be reamed to a 10 degree taper for the AFCO or QA1 and properly seated.
- g. Upper control arm shaft can either be OEM or K6218 replacement. Shaft can not be ground, bent or altered.
- h. Sway bar must be stock appearing with a maximum diameter of 1 5/16". Magnetic steel heim joints allowed on sway bars, but must be mounted in original OEM pickup location. No underslung sway bars permitted.
- i. Steering box must be stock for the make and model. No interchangeable parts.
- j. Tie-rod ends and other steering components must be stock for the 1978-1988 "G" body metric chassis. No extended length center link permitted.
- k. Rear trailing arms must be equal length OEM or OEM replacement. Holes must be equal center to center on both right and left sides. Trailing arms must mount in original unaltered location. Bushings may be rubber, plastic, or steel. Material must be like for like on both sides. No monoballs allowed. Trailing arms can not be modified by bending, reinforcing, cutting, welding, and etc.
- l. Racing springs may be used. Adjustable spring spacers are permitted. Rear jack bolts permitted (optional).
- m. Panhard bars are not allowed.
- n. All shocks must have stock type welded ends and must mount in their original mounting holes. For racing shocks, only non-adjustable stock mount permitted. Non-Adjustable OEM style street shocks are permitted.
- o. All four shocks must be from the same manufacturer. Left and right side part numbers must be the same.
- p. Do not remove factory decals or paint shocks. Part numbers must be visible.
- q. The track or competitor can claim any competitor's shocks for \$225.00 per set.

13. BRAKES

- a. All components must be stock OEM / replacement for make and model of the car except allowed below.
- b. Only one master cylinder permitted. Aftermarket performance or racing master cylinder not allowed. Ford master cylinder (OEM) allowed. No in-car break adjusting devices allowed.
- c. Brake calipers must be stock. Aftermarket racing pads are allowed. Rotors can not be drilled or lightened.
- d. Rear brake drums must be magnetic steel and cannot be drilled or lightened.
- e. No brake cooling ducts or fans allowed.

14. 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. Note: 7" Bassett Wheels as stamped 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.

15. ELECTRICAL SYSTEM

- a. Master on-off switch on battery cable must be located near center of dash.
- b. Battery may not be located in the trunk.
- c. Self-starter must be in working order. Aftermarket starters are not allowed.
- d. Factory appearing OEM single point or OEM electronic ignition systems permitted. HEI distributor may run stock type sealed pick-up coil or Pertronix Flamethrower HEI III pick-up coil (part number D72000). If the Pertronix D72000 module is used the rev-limiter does not need to be activated. No MSD or printed circuit board type pick-up coils allowed in the distributor.

- 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.

16. ENGINES

- a. Engine must mount in original location. Stock (OEM), urethane or steel mounts permitted. Engine may not be lowered or set back. Engine must maintain fuel pump and oil pan clearances without any modification to the crossmember including cutting, bending, relocating, notching and etc. May be interchanged within manufacturer's line.
- b. All casting numbers must be legible.
- c. Ford engine must be 351 Windsor engine (no Cleveland engine permitted). Fords and Toyotas may use GM engine as specified herein.
- d. Maximum displacement: 350ci + .060 overbore for GM products. 351ci + .060 overbore for Ford products. No stroked motors allowed. Steel engine blocks only.
- e. Heads must be no less than 70cc for GM products with intake valve size of 1.94 inches and exhaust valve size of 1.50 inches. GM 441 casting not approved. World Products part number 043600 head allowed. Ford must be no less than 64cc with intake valve size of 1.84 inches and exhaust valve size of 1.54 inches. No grinding or polishing on any part of head, intake or exhaust manifold runners permitted. Interior must retain original cast finish. Vortec GM heads are not allowed. Heads may not be angle milled.
- f. No larger than 1.52 roller rockers or 1.50 stamped steel rockers permitted. Screw in studs of up to 7/16 of an inch permitted. Stud girdles permitted.
- g. Any stock diameter magnetic valve spring permitted. Only stock or aftermarket stock diameter magnetic steel valve retainers allowed. Pushrod guide plates are allowed. Hardened pushrods permitted.
- h. Valves must be magnetic steel. Valves must be factory length. Standard factory maximum 3-angle valve job permitted.
- i. Any hydraulic camshaft and hydraulic lifter combination allowed. No roller lifters permitted, flat tappet only. There is no duration or lift rule.
- j. Exhaust manifold may be stock unaltered cast iron. Center dump/ram type manifold allowed. 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. Exhaust manifolds or headers cannot be ceramic coated. Crossover equalizer tubes and thermal wrap are not allowed.

- k. Pistons must be flat top. Pistons cannot protrude above the block.
- l. Connecting rods must be magnetic steel. Connecting rods must be stock length.
- m. Crankshaft needs to be magnetic steel.
- n. Oil pan needs to be stock or claimer oil pan, part# 917-15122 or 917-15123. Dry sump pans not allowed. An easily accessible 1" inspection plug located on the side of the oil pan in front of the oil filter not to be obstructed for inspection purposes highly recommended or oil pan may be removed for inspection.

17. CARBURETOR

- a. GM products have two possible carburetor and intake combinations.
- b. GM may use two-barrel automotive type Rochester 2V with a maximum 1-11/16 throttle bore and a maximum 1-1/4 venturi. Booster in Rochester carburetor must measure a maximum of .249 in center hole of booster. (Tech gauge measures .259 to allow for tolerance. If gauge slide through booster it will be declared illegal). Height of booster must be a minimum of .746. (Tech gauge measure .736 to allow for tolerance. If gauge slides over booster it will be declared illegal). Rochester carburetor must run two barrel Rochester 2V type GM cast iron intakes only.
- c. GM may use Holley 0-7448, 350 CFM 2-barrel carburetor. The accelerator pump, metering block, fuel bowl, throttle plates, throttle shafts, boosters and body must remain stock. The power valve, needle and seat and jets maybe changed. No drilling of extra holes allowed. No modification of existing holes permitted. Choke plate and linkage maybe removed. All holes must be sealed with epoxy or similar permanent substance. Holley 0-7448 must run the Edelbrock 2101 intake manifold. A one piece spacer may be used between the carburetor and manifold with a maximum thickness of 1 inch. Spacer must have two equal holes. No offset or tapering of the holes allowed.

d. Fords using Ford engine must use a stock 350 Holley 2300 model number 7448 (350 cfm). The accelerator pump, metering block, fuel bowl, throttle plates, throttle shafts, booster and body must remain stock. The power valve, needle and seat and jets maybe changed. No drilling of extra holes allowed. No modification of existing holes permitted. Choke plate and linkage maybe removed. All holes must be sealed with epoxy or similar permanent substance. A Motorcraft® carburetor with a 1-11/16inch throttle bore and 1.333-inch venturi maybe used as a substitute for the Holley 0-7448 carburetor on a Ford engine . Marine or special application carburetors not allowed.

e. Carburetor must bolt down on all four corners. Carburetor must be sealed to the manifold. No air leaks allowed.

f. 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.

g. 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.

18. 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. Fire extinguisher must have a visible gauge. It is recommended that the fire extinguisher should be turned upside down and tapped on the bottom with a rubber mallet yearly. It is recommended any fire extinguisher older than 6 years old should be replaced.
- 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.
- m. Highly recommended one crew member monitor official's radio (frequency 151.820) in order to relay official's directives (in lieu of black flag).
- n. No crew members allowed over the wall unless permitted by officials.

19. 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.
- e. No equipment or car will be considered to be approved by reason of having passed through pre-tech inspection or previous inspections unobserved. Passing pre-tech does not mean that the car will pass post tech inspection. It is the team's responsibility to ensure the car is LEGAL at all times.

20. 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.
- b. All tech inspection decisions by head tech official are final and non-appealable.
- c. Owner will not discuss rules and decisions by track officials.
- d. Officials reserve the right to modify the rules and/or add weight as needed to level the competition.

21. PRACTICE

- a. Once practice is complete there will be no additional practice time allowed for competitors unless time permits practice for entire division.

22. RACE PROCEDURE

- a. Southside Speedway race procedure will be followed as explained in mandatory driver's meeting.

23. CONDUCT

- a. All competitors, drivers, crew members, spotters, owners, sponsors and others with track license are responsible for their conduct at all times whether participating in an event, driver's meeting or as a spectator. This applies to all contact with Southside Speedway management, staff and officials as well as the press and other electronic media both at the track and away from the track.

b. Refer to 2018 VIOLATION AND DISCIPLINARY ACTION section of rules for conduct penalties.

24. PROTEST

a. No protest allowed.

25. For more information contact: Southside Speedway (804) 744-2700

Email: sssraceofficial@yahoo.com

***These rules are for use at Southside Speedway only. No unauthorized use, reproduction, publication, or printing allowed for any other speedway without the expressed written consent of Southside Speedway management and officials.