

LONE STAR SPEEDWAY

2010 FACTORY STOCK RULES

BODY: Any American made stock passenger car with full frame, or Chrysler unibodies. **NO** Camaros. **NO** front wheel drives. Stock appearing aftermarket plastic nose or tail pieces are allowed. **NO** spoilers (even if factory equipped), wings, skirts, air scoops, or anything that alters stock appearance. A front visor is allowed on the windshield area **MAX** 7 inches. Sunroofs and T-tops must be reinforced and enclosed. No nerf bars. Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. All glass, plastic, upholstery, lights, mirrors, and trim must be removed. All doors must be chained, bolted, or welded shut. Front inner fender wells may be removed. Cars must be strictly stock. **NO** cutting, channeling, shortening, or modifying is allowed. Front and rear outer fenders may be cut for wheel and tire clearance. **NO** excessive trimming of fenders allowed, must maintain stock appearance. **NO** enclosed interiors, or decking allowed. No part of dash can be more than 28" from back edge of the center of the hood. Front and rear firewalls must remain in stock location and be full and complete. **ALL** openings should be covered as to isolate the driver, subject to track approval. Racecar body should be maintained in such a manner as to keep a presentable appearance. Cars with floppy or loose body parts will **NOT** be allowed to race until such repairs are made.

BUMPERS: Stock type rear bumper required. Stock type front bumper may be used, or a fabricated front bumper may be used with the following conditions: cars **with aftermarket nose pieces**- the bumper may extend past frame rails for support and reinforcement; cars **without nosepieces**- the bumper may not extend past front frame horns. **NO SHARP EDGES.**

ROLL CAGE: Minimum four-point cage, minimum size 1 ½ " O.D. by .095 " wall thickness. Minimum three bars in driver's side door, and two bars on passenger side door (three bars if passenger in car). Four-point quick release seat belt and harness required for driver and passenger. Racing seats required. Must have window nets for driver and passenger. Must have three bars in front of driver and passenger in windshield area.

ENGINE: Must be stock for the make and model except no 400's or larger small or big blocks. All engine components including water pumps, distributor, etc., must be strictly stock. Cast piston only, Chevy must use 4 equal valve relief pistons. Mini starter and aftermarket pulleys okay. Aftermarket power-steering pumps okay. Metric cars may run a 350. **NO** stroking or de-stroking. Engine must be in stock location. Solid motor and transmission mounts okay. Maximum cranking compression 175 lbs.(ignition off, engine turned over 5 times).

CAMSHAFT, VALVETRAIN, AND CYLINDER HEADS: Hydraulic cam and lifters only. Must maintain 14" of vacuum at 1200 rpm. 1.94 maximum intake valve diameter, 1.50 maximum exhaust valve diameter on Chevrolet engines. Stock size valve springs and stock length pushrods only. Stamped steel 1.5 rockers on Chevy, 1.6 on Ford and Chrysler, **NO** roller tips. Open chambered heads only, must be unaltered, O.E.M. **NO** porting, polishing, or gasket matching allowed. Screw in studs and guide plates ok. 305 engines may use 305 heads(no vortec).

CARBURATION AND FUEL SYSTEM: Must be on naturally aspirated unaltered stock type carburetor. No more than 1 ½ inch spacer or adapter. Can remove choke. Gasoline only. (4 barrel quadra jet) Holley 4412 2-barrel only. Must be unaltered. Choke plate may be removed. 4412 must be cast into body of carb. Maximum 1" spacer. Fuel pump must be in stock location for make, **NO** electric pumps or fuel injection even if factory equipped.

LONE STAR SPEEDWAY

EXHAUST: Stock unaltered cast iron exhaust manifolds only. **NO** Chevy center dump, Corvette, marine, or tubular steel type manifolds. Mufflers required. **NO** exceptions.

INTAKE MANIFOLD: Stock unaltered aluminum or cast iron intake only. **NO** aftermarket or stock high performance or high rise. **NO** bowties. **NO** porting, polishing, or gasket matching.

TRANSMISSIONS: Any stock type automatic or manual. Automatics must have working 11” torque converter. **NO** direct drives. Trans. Cooler ok. Manual must have 10.5” clutch and steel flywheel. **NO** mini clutches. Steel drive shafts must be painted white and have a loop 6” from front u-joint.

FUEL: Pump or racing gas only. **NO** additives or smells. Fuel tank must be secured in trunk. Fuel cells recommended.

SUSPENSION: Front and rear suspension must be stock for that make and model of car. **NO** air shocks. **NO** alterations to any part of the suspension will be allowed. Any spring in stock location, **NO** spacers or adjustable weight jacks of any kind, must sit in unaltered stock mounts. Any stock mount shock.

REAR END: Stock rear-end for make and model. Gears may be locked. Gear ratio optional.

STEERING / DRIVER SEAT: Steering boxes must remain in stock location. Aftermarket steering wheel and quick release steering coupling are recommended. Quick steer boxes allowed. **NO** part of driver seat may be no further back than 25” forward of center line of rear end housing.

RADIATORS: Any (1) radiator that fits in original location without any body modifications is allowed. Water pump mounted fans only, **NO** electric fans. Fan spacers ok.

IGNITION: One 12 volt battery only must be mounted securely in rear of driver’s compartment or trunk area. One stock distributor in stock location only. **NO** modifications allowed. Module and coil must be stock. Plugs and wires may be aftermarket. Ignitions on/off switch must be clearly marked. **NO** traction control devices of any kind.

BRAKES: Must use stock type Master cylinder and brake components. Must mount in stock location. Must have at least 3 working brakes. Right front may be blocked. **NO** bias adjustment is allowed. Disc brakes allowed in rear, **NO** aluminum or composite rotors. Must use steel stock type rotors on rear disc.

TIRES AND WHEELS: 8” maximum wide wheels allowed, 15” diameter steel wheels only, wheel covers and mud plugs right rear only. **NO** bead locks or screws allowed. **NO** bleed-off valves. Must run 1” steel lug nuts. Approved Hoosier asphalt pull-offs only, 35 or higher, must durometer 51 or higher. **NO** grooving, siping, or softening allowed. Both rear tires must be Hoosier 2045, **NO EXCEPTIONS.**

WEIGHT: Weight may be securely added to car. Car must weigh minimum 3000 lbs. with driver after race.

COURTESY RULE: Any car from another track with “minor” rule infractions will be allowed to race (1) one night. Cars with infractions are subject to weight penalty.

CLAIM PROCEDURE RULES:

PROTEST RULE: Any driver in the same race on the lead lap may protest another car immediately before feature in the tech area. \$250.00 cash per component \$50.00 to the track, if legal protested car gets \$200.00 if illegal protestor gets \$200.00 back.

LONE STAR SPEEDWAY

DIRT STOCK CAR RULES

1. **FRAME:** Any American OEM full body rear wheel drive passenger car, or Truck 1964 or newer, full frame or unibody. Rear of frame behind rear tires, from a point no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with .095 inch wall thickness, same length as material removed. Factory seam must remain visible. Unbodies must tie rear frame to front frame. Frames may be "X" braced.
2. **ROLL CAGE:** At least a four point cage, minimum size 1 -1/2" OD by .095 wall thickness. Minimum three driver side door bars and two on passenger side.
3. **BODY:** Any stock steel OEM that fits frame. Front body mounts must be visible. Sunroofs and T-tops must be enclosed. After market plastic nose pieces allowed, recommended to match body. Ground effects or skirting must be no lower than 6" from ground. Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal. . Front inner wheel wells may be removed; rear wheel wells may be removed. Trunk floor directly over rear end housing maybe removed. All glass must be removed. All doors must be securely fastened. Fenders and quarter panels may be trimmed for tire clearance. May run a spoiler no more than 8" of material.
4. **BRAKES:** Must be steel approved OEM, operative four wheel, drum or disc. Front components must match vehicle. Must maintain OEM dimensions for hubs/rotors and calipers cannot be lighted. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be after market, min 0.810 inch thickness. Vented rotors only, no scalloped rotors. No floating brakes. No brake shut-off or pressure sensitive devices, 3 wheel brakes OK. One proportioning devices allowed front to rear only. Brake lines must he visible. After market pedal assembly allowed.
5. **BUMBERS:** Front and rear bumpers required. Stock or fabricated ok. No sharp edges. Front bumper may not extend beyond inside tire width except cars with nosepieces. Fabricated bumpers maybe no more than 1 3/4" Odx. 125 wall round tube or 2x3x125 wall rectangle. Fabricated bumpers must be capped at ends. Nerf bars allowed. One bar per side on doors, and quarter panels. Nerf bars can be 2" max from body.
6. **ENGINES:** blocks-OEM produced cast iron only. GM 362, Ford 363, Chrysler 370, No D - Stroking motor **MUST RUN STOCK STROKE.**
7. **CAM AND VALVET:** Any flat tappet cam ok. No mushroom, or roller of and type. No gear or belt driven cams. Screw in studs and guide plates ok. Roller rocker arm ok. No stud girdles.

LONE STAR SPEEDWAY

8. CARBURETOR & FUEL PUMP: Single two barrels only. 500 CFM Holley 4412 only. Butterflies (1-11/16), Bore size (1 3/8). Carb spacer and adapter ok, maximum 1 1/4 " height. Aftermarket air filters ok. Aftermarket fuel pumps ok. AH pumps must mount in stock location. Cross member may be notched for fuel pump clearance only.

9. CYLINDER HEADS: Cast Iron Only, No Aftermarket Heads, No porting or polishing. No GM Bowtie. No Ford SVO. or Chrysler W2 Heads allowed.

10. EXHAUST: Headers OK.

11. IGNITION: Stock OEM produced battery operated electronic or single point. Distributors in stock location, and must run off of one 12 volt battery.

12. INTAKE MANIFOLD: Cast Iron or Aluminum. Any intake ok.

13. LOCATION: Engine must be in stock location. Front engine cars only. Aftermarket or fabricated motor mounts or plates, 1# spark plugs must be even with upper ball joint.

14. OIL SYSTEM: Extra capacity pan or accusump ok. Oil pump in stock location. No dry sumps.

15. VALVE COVERS: Breathers, aftermarket ok.

16. FUEL: Gas or Menthol.

17. FUEL CELL: Racing fuel cell required.

18. RADIATORS: One radiator in stock location only.

19. REAR END: Ring and pinion ratio need not be stock. Must be locked, spool of mini spool recommended. After market axles ok 9" Ford under and body ok. No limited slips such as Gold-Trac, Detroit Locker, and Etc. Floaters are OK.

20. STEERING/DRIVER LOCATION-OEM: Steering gear box in stock location for frame used. Drag link, tie rods, etc. must be stock location, Quick steer boxes ok. Aftermarket pumps ok. Aftermarket steering wheel with disconnect ok. Driver must sit in left quadrant of race car, no further back than rear edge of front door.

21. SUSPENSION: Leaf, coil, or Torsion bar as OEM produced for year/make/model body. Racing spring ok. Coils must be minimum 4.5" outside diameter. No coil covers. All spring must mount in stock location. One spring and shock per wheel. Spring spacer or lowering blocks for ride height adjustment ok. Steel body racing or stocks ok... No air shocks. Weight jacks, and rear leaf spring shackles ok. No <<<censored>>>pit operated shock or spring adjustment devices. All other suspension components must OEM produced for make and model and in stock location. No

LONE STAR SPEEDWAY

fabricated or aftermarket traction devices or suspension components. Front upper A- arms maybe after market. Lower trailing arm cannot be no lower than 4" from bottom rear end housing

22. TIRES & WHEELS: Asphalt pull-offs, KK 704 or G60. 8 inch or 10" steel wheels. Beadlock on right side only.

23. TRANSMISSIONS: All forward and reverse gears must be operational. Manual: Must be unaltered OEM three of four speed, with organic single disc-type clutch and steel pressure plate assembly inside an explosion-proof steel bell housing. Minimum 270 degrees around top of clutch and flywheel area. AUTOMATIC: Must be unaltered OEM, with unaltered OEM pump, original bell housing. Flex plate must be full, unaltered OEM, or OEM replacement.

24. ENGINE PROTEST: SEE PROMOTOR OR TECHMAN before A main start

25. FOUR CYCLINDERS: No cubic inch rule.

CRUISER CLASS 2010 RULES & SPECIFICATIONS

Never have race before or are over 60 year old. This will be a trophy class only. Same rules as the factory stock rules. This where 2 people can drive 1 car in difference class help save money. Now if you need to get some laps under your belt before moving up, this is a class for you. **Must be at least 13 years of age.**