

2003 INDIANAPOLIS SPEEDROME OUTLAW STOCK CAR CONSTRUCTION RULES

Effective Nov. 19, 2002

1. AN OVERVIEW OF THE STOCK CLASS CAR

A. These rules for car construction are based on four goals:

Goal #1 To encourage the highest degree of safety for participants and spectators that is commensurate with the practical limitations of cost and the normal risk inherent in auto racing.

Goal #2 To approach auto racing as an enjoyable recreational activity, not a business, for the participants - to keep the cost of racing at a level generally equal to other recreational activities.

Goal #3 To create rules that protect the integrity of traditional "stock car racing" and make possible equal competition among the many different stock car parts available to race car builders - to encourage car builders to use their imagination and skill and not just their money in their efforts to build a winning race car.

Goal #4 To recognize the growing impact on auto racing of the public's and the government's concern for energy conservation, noise abatement and control of environmental pollution.

Because of the many types of automobiles that can be built under these rules, it is impossible for these rules to provide for every situation that might occur. Accordingly, the Chief Steward is given discretion, following the intent of the above goals, to rule on any matter not covered specifically in these rules. The Speedrome management reserves the right to make changes in these rules during the course of the season should the changes become necessary to insure greater safety or more equal competition.

B. These Stock Car Construction Rules are effective Nov. 19, 2002 and supersede all previous rules. To insure that these are the currently effective rules, check with the Speedrome Pit Office or call 317-353-8206 and ask for the issued date of the Stock Car Construction Rules.

C. General description of the Stock Class car - Stock Class cars must be a STOCK car - a car off the street with modifications for safety and NO made for racing parts. The Stock Class is open to any closed passenger car, but no convertibles, station wagons, trucks, or military vehicles are allowed.

D. A word of warning to Stock Class car builders - These rules for Stock Class car construction are intended to keep the cost of purchasing and preparing a competitive car as low as possible. Money spent on a Stock Class car should be used to make the car safer, not faster.

Stock Class racing at the Speedrome is intended to provide a low cost and safe experience and a lot of fun for the beginning driver. There are a lot of opportunities to spend more money and time building a race car than are required to build a Stock Class car, for example, the Late Model Class at the Speedrome or any one of a hundred other forms of racing from go-karts to NASCAR. If you want to build a FAST racecar, **DO NOT** build a Stock Class car.

Efforts to "bend" or to find and take advantage of a "loophole" in these rules will not be tolerated. If your car is not inside these rules, both in terms of the specific rules below and the guidelines above, your car will not race.

II. CHASSIS

A. Wheelbase - must be 108" but not exceed 112". This wheelbase minimum excludes "pony cars" like the Chevrolet Camaro, Pontiac Firebird and Ford Mustang from participation in the Stock Class.

B. Preparing the car - Stock Class cars must be constructed by starting with a streetcar. This streetcar must be stripped of all dashboards, protrusions, upholstery, exterior body trim, lights and mirrors, gas tank, seats and glass except for the windshield and rear view mirror.

The Stock car must keep, with only the minor modifications allowed by these rules, the exact same as the original street car: wheelbase, front and rear frame sections, front and rear suspension, braking system, steering system, stock steel exterior body and stock steel interior body parts including the floor boards, front and rear firewalls, inner door panels and other steel inner panels in the driver's compartment, and the floor board in the trunk compartment. The location of the above as well as the radiator, engine, transmission, drive shaft, and differential/rear axle assembly must be in the same location as they were in the original streetcar.

C. Roll cage - must be installed INSIDE the driver's compartment of each Stock Class car. This roll cage is designed to add driver protection to the factory built structural integrity of the car and to be able to be removed and installed in another car with little expense. The Stock Class roll cage must be installed INSIDE the driver's compartment - do not cut away or remove any side panels, roof or roof supports, front or back firewalls, or floorboard. The Stock Class roll cage is intended to ADD safety, not replace what was removed from the car.

All parts of the roll cage described below, including door bars, must be constructed of 1 1/2 to 2 inch round steel tubing with a minimum wall thickness of .090 inch. No cast iron pipe, black pipe, well casing or any other pipe not intended for structural purposes may be used.

The roll cage must have four equally spaced, horizontally mounted, door bars on both the driver (left) side and the right side. The left side door bars must be curved outward and be mounted as far left as possible against the inside door panel. The door bars cannot be constructed inside the doors. Do not remove any door panels. The right door bars may be curved outward or straight with a maximum of 6" between the right door bars and the inside panel of the right side door.

Construction of the roll cage is shown in Illustration A. The roll cage is constructed with a vertical hoop behind and above the driver's head that is welded to the floorboard and/or frame at the bottom and to the left and right front roll cage legs by a roof hoop. The top cross bar of the rear vertical hoop and the side bars of the roof hoop must be located so the bottom side of those bars are higher than the top of the driver's head when the driver is seated in the car. The front legs should follow the contour of the side of the windshield and be welded to the floorboard and/or frame rails. The rear vertical hoop must have a diagonal bar from the top left to the bottom right or top right to the bottom left. A bar must connect the left and right of the rear vertical hoop at seat height. This bar must be welded to the diagonal bar. A bar must connect the legs of the rear hoop at their base. A bar must be installed across the dashboard connecting the left front roll cage leg to the right front roll cage leg.

Rear support bars, left and right, must extend behind the top of the rear vertical hoop to the floorboard and/or frame at a point in front of the back wheels. The front leg and the rear hoop must be connected with four equally spaced horizontal door bars on the left side that are convex in shape to extend away from the driver. The four right door bars may be constructed in the same convex shape or they may connect the right front leg and rear hoop directly. All door bars must be connected by at least three vertical bars equally spaced between the front leg and rear hoop.

Additional bars may be installed to strengthen the roll cage and protect the driver. If these bars are located completely within the drivers compartment and do not extend outside the front and back firewalls, the roof, the floorboard, or inside the doors or side panels. The roll cage must be welded with no gaps or holes at the welds and key stress points must have steel gusset plates for reinforcement.

The left side of the roll cage (any bars with which the driver could make contact in a crash) must be covered by a 1/4 inch plate. Door bars on the right side do not have to be covered by metal on the inside of the driver's compartment. These door bars and the other components of the roll cage as listed above must be available for quick visual inspection at all times.

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D. Driver's seat - must be a padded racing type seat with frame installed as shown in illustration B. The left side of the driver's seat must be at least 4 inches from any door bar and the seat must be mounted in front of the rear hoop of the roll cage. The driver's seat frame must be attached to the roll cage. The seat must not be mounted to the floorboard of the car. If the seat does not extend up behind the driver's head, a steel plate of at least 8x8 inches covered by at least 2 inches of padding must be welded to the roll cage directly behind the driver's head.

E. Seat belt and shoulder harness - use of an approved, racing-type, seat belt, shoulder harness and crotch strap mounted to the roll cage is required. All belts must be new or no more than three years old. See illustration C for proper installation. The belts must be a minimum of three inches wide, (except for the crotch strap which must be a minimum of 2" wide), adjustable, unfrayed, and undamaged, and connect in a single metal-to-metal quick release buckle. The belts must be mounted to make their length as short as possible. The seat belts should not pass over the sides of the seat but should pass through the seat at the bottom of each side. The seat belt must be mounted so it passes around the pelvic area at a point below the

anterior superior iliac spines. Under no condition may the seat belts be worn over the area of the intestines and abdomen.

F. Window net - an approved racing fire resistant net or webbing must be installed on the left side driver's window. The net must cover the entire vertical opening and be at least 20 inches long. A quick release mounting as shown in illustration D is required.

G. Frame - the existing frame has to be intact/rust-free without modifications to mounting points/suspension parts. Frame sections may not be removed and replaced by tubular or other steel sections.

H. Suspension - must be the exact same as on the streetcar except any non-adjustable shock absorber sold for the use on the street for any car or truck may be used and any spring of the same type (coil or leaf) as used on the streetcar may be substituted. Springs may be modified by cutting, heating, adding additional leaf sections, etc. Weight jacks allowed provided shock remains in stock position. No

spherical rod ends ("Heim joints") or adjustable leaf spring shackles may be used. Suspension parts may be strengthened by welding on plates or bars, but no metal may be removed from suspension parts or mounts. The suspension may be adjusted to the limit of stock adjustments but no modifications may be made to the suspension that extends the limits of stock adjustment.

I. Bumpers - The stock front and rear bumper must be used in conjunction with steel reinforcing bars. Bumper mounts may be strengthened. No bars or plates, except for the front and rear bumpers, may extend outside of or be attached to the body. Bumpers must be capped and constructed in a way to prohibit hooking with another racecar. Bars may be installed behind the front bumper to protect the radiator. Supports angled back to the frame from the bars protecting the radiator must be welded to the frame at a point in front of the center line of the front wheels

J. Windshield - the original laminated safety glass windshield in its stock mounting may be used. The windshield must have steel straps securely bolted to the car body on the outside, extending from top to bottom on each side or secured with a steel plate at least 2 inches long bolted on all four corners to the car body. No Lexan windshields allowed.

K. Firewalls - the steel firewall between the driver's compartment and the engine must be left in its stock condition. Holes in the firewall, like those created by the removal of the heater or unused wiring, must be covered with sheet steel at least 20 gauge thick.

A firewall must be created to separate the driver from the fuel tank. Normally the steel bracing behind the rear seat back should be used to create this firewall. All holes must be covered with sheet steel at least 20 gauge thick. The rear firewall must extend from the top of the rear seat mounting to the rear floorboard and cover the entire rear of the car side to side.

L. Ballast - ballast must be securely attached, welded to chassis. No ballast inside driver's compartment area.

M. Fuel tank - the stock fuel tank must be removed from the car. A plastic boat tank and/or fuel cell can be utilized as long as the capacity is less than 15 gallons and the tank is mounted in the trunk area. A check valve is mandatory for a gravity-fed fuel cell. The boat tank must be mounted on a solid, flat surface located directly above the rear axle. The tank must be securely mounted to the car by at least two steel straps, minimum 1 inch wide x 1/8 inch thick, bolted to the car body. The top mounted fuel outlet fitting on the boat tank cannot be changed. No boat tank will be allowed if fuel will run out when the outlet line is disconnected.

N. Wheels - only one piece steel stock wheels may be used. Stock Class cars must have either "factory mag" type wheels or steel racing wheels on the right front and right rear. Stock wheels may be used on the left side. No wheel with a rim width of more than 10 inches will be permitted. This width is measured between the inside of the rim at the point where the tire bead makes contact with the rim. See illustration E. All cars will be required to have large racing lugs and nuts (1") on all four wheels.

O. Tires - "CHECKERED FLAG PRO" (P225/70R15) with Yellow label only. The tire must have been branded by Speedrome management and be unaltered, legible and visible. *No tire soaking allowed, due to safety and environmental concerns.*

III Body - Stock Class car must use the full stock steel body including the hood, doors, fenders, roof, and trunk lid. Fenders, hood and front-end area must retain the Stock appearance upon which the car model is based. Stock Class cars are to utilize "complete" stock bumpers and nose panels to enhance a more stock-appearing car. No sectioning or cutting allowed. No aerodynamic design or devices allowed. All doors must be welded, chained, or securely strapped closed to insure that they will not open under any condition on the racing surface. The hood and trunk lids must be pinned to prevent accidentally opening on the racing surface. Fenders and inner fender wells may be cut away to provide clearance for the tires. Only 4 inches of wheel clearance is allowed to be removed from the fender for wheel clearance. All detachable parts on the outside of the car which might fall off on the racing surface must be removed. All glass, except for the windshield, must be removed.

A. Side and rear windows - must be open and uncovered by plastic or metal. The side and rear window area of the car must be open except for roof supports that are part of the body design.

B. Hood - must cover the entire engine compartment including the radiator and be securely mounted. No hood scoops permitted. No car will be allowed to compete under any conditions without a hood. The hood must be kept in its original shape, size, etc. No cutting off, shorting, etc. will be allowed.

C. Spoilers - Can be used but must be 41" or less measured from the ground up. Winglets can be used but must be under 50" and not extend beyond the rear driver's area.

D. Numbering - each car must be clearly numbered to insure identification and accuracy in scoring. The car's number, as assigned by Speedrome officials, must be on each door, roof and windshield area. The windshield number must be displayed on upper right hand corner of front windshield, painted white, 6 inches in height. Number on roof top must display car number with top of number above driver's side. All numbers must be at least 16 inches tall and 3 inches wide. The numbers must be painted in a professional manner. "Free hand-spray can" numbering is not acceptable. Fancy shading, outlining or metallic numbers that obscure number identification must be avoided. No duplicate car numbers allowed. Car numbers shall be assigned on first come, first served basis with double digits (11 thru 99) assigned first. When those numbers are all assigned, then numbers 101 thru 199 shall be assigned.

IV. THE DRIVE TRAIN

A. Engine - the car may use any normally aspirated cast iron block V8 engine of any size ever sold in any car or truck. The engine must be located so at least one spark plug hole is even with or forward of a line projected between the upper ball joints with the caster, right and left, at zero degrees and the frame rails level. The lateral (side to side) location of the engine, measured from the cylinder heads, must be centered between the upper ball joints and the front clip side rails within one inch. The crankshaft, transmission, drive shaft, and differential must be on a line perpendicular to a line projected between the upper ball joints.

B. Carburetor - must be one two-barrel or one four barrel. The carburetor throttle linkage must have two "fail safe" return points on the throttle shaft that provide sufficient pressure to return the throttle to a closed position in case of linkage failure. The throttle linkage must be constructed from rod. No cable type linkage is allowed. A throttle "comeback" enabler is mandatory.

C. Intake and exhaust manifolds - must be cast iron. Headers are allowed with mufflers consult Chief Steward for what is acceptable.

D. Heads - must be cast iron.

E. Engine mounts - solid mounts may be used.

F. Engine modifications - unlimited unless excluded by these rules.

G. Oil system - no external oil pressure systems, external pumps, and/or dry pump systems are allowed. The oil filter must be mounted on the engine in its stock locations. No external oil coolers are allowed.

H. Ignition system - must have distributor - no magnetos are allowed.

I. Radiator and fan - any steel radiator made for a car or truck may be used. No aluminum or plastic radiators are allowed. The radiator must be located in front of the engine and the fan must be shrouded at the top and topside to prevent injury. A one-gallon plastic or metal radiator overflow can must be mounted securely near the radiator with the overflow hose from the radiator emptying into the can. The radiator cap must be of the safety, pressure-release type. No electric fans for cooling the radiator are allowed.

J. Fuel pump - no electric fuel pumps, bell driven fuel pumps, or pressurized fuel systems are allowed.

K. Fuel - Only pump gasoline allowed, no fuel additives/oxygen-bearing agents allowed. Nitrous oxide is not allowed.

L. Exhaust system and mufflers - solid exhaust pipe must be used, no flex pipe is allowed. Dual exhaust systems may be used. Street legal mufflers must be installed on each exhaust pipe. Exhaust pipes must end beneath the car and behind the driver. The noise created by a car cannot exceed 105dB.

M. Starter and battery - must be capable of starting the engine without assistance before and during each race. The battery may be left in its stock location but it must be fastened down tightly. Rusted or corroded stock battery tie downs must be replaced. Elastic or rubber stretch cords cannot be used to secure the battery. The car builder may move the battery to the right (passenger) side of the driver's compartment. If the battery is moved to this location inside the car, the following rules must be observed:

1. The battery must be enclosed in a vented box. A plastic battery box commonly used for boat batteries or a metal battery box commonly used in a van, truck or on heavy equipment is preferred.
2. All four sides of the base of the battery box must be enclosed by an angle iron frame securely welded or bolted to the floorboard.
3. Two bolts of not less than 1/2 inch diameter must tighten a steel plate of at least 1/4 inch thickness down on the battery box. The holes through the floorboard in which these bolts mount must be reinforced by large washers or steel plates on the bottom side.
4. Cables from the battery running through the firewall of the car must be carefully insulated at the point they pass through the firewall to eliminate short circuits and resulting fires.

N. Clutch and flywheel - any type may be used. The clutch must be operable (allowing the driver to stop and shift gears) at all times on the racetrack. The use of a "blow proof" bell housing is strongly recommended.

O. Transmission - may be any type sold in a car or truck. Either an automatic or a stick-shift transmission may be used. The transmission may be modified, but it must be capable of getting the car underway from a stop and of backing up the car with no assistance. No "quick change" transmissions are allowed.

P. Driveshaft - must be one piece, open and painted white. A steel rod or plate must be located under the driveshaft no more than 12 inches behind the transmission. This rod or plate must insure that the front of the driveshaft cannot make contact with race track in case it is dislodged from the transmission. A complete hoop around the driveshaft installed no more than 12 inches behind the transmission is recommended. No aluminum driveshafts allowed.

Q. Differential - any differential sold in any car or truck is allowed. No "quick change" differentials are allowed. Posi-traction or locked rear ends are allowed. No "wind up" shock absorber, rod, cable, torque tube or any other device may be attached to the differential or rear axle. No protrusion except for the springs, shocks, sway bar and brake lines may be mounted from the frame, body, etc. that can make contact with the drive shaft, differential, axles or wheel assemblies while the car is at rest, under acceleration, or under braking. Rear axles must be of equal length.

V. General

A. Inspections - each car will be subjected to a technical and safety inspection by the Chief Steward, or assistants, before it is first allowed on the track. Subsequent inspections may occur by the Chief Steward or officials at any time. If the Chief Steward challenges the compliance with the rules of any car, it is the responsibility of the car owner to prove that any part or component of the car which is challenged does, in fact, meet the requirements of these rules. *The car owner and/or driver have the ultimate responsibility to comply with the rules of competition and car construction rules.*

Any or all participants in any race event may be required to submit to a visual technical inspection by the Chief Steward and his staff before the event's results are declared official. Refusal to submit a car for inspection when requested by the Chief Steward shall always result in disqualification of the car and driver from any points or money which they would otherwise have earned for its finish.

When the car owner submits the car for inspection, the car owner certifies that the car meets all the requirements contained in these rules. In event of a challenge of the car by the Chief Steward, the burden of proof will rest on the owner of the car to show that it meets all requirements of these rules. The decision of the

Chief Steward as to whether the car complies with the rules will be final. It will not be subject to appeal of any kind.

B. Damaged cars - any time the car is damaged, the car owner is expected to repair any components that might cause the car to be unsafe for the driver or a hazard for other drivers. When a car has suffered serious structural damage, the Chief Steward may require that the car be removed from competition even though the car is operational.

C. Awards - the Indianapolis Speedrome attempts to honor many special achievements through a special awards program. The criteria and/or variety of awards may vary each season.

I. Iron Man Award - award honors a Stock class driver's perseverance and dedication for competing in every Stock points event. "Competing" is defined as completing a lap of competition on each Stock class date, per criteria for driver performance ranking.

D. Questions - Any questions regarding these car construction rules should be directed to the Chief Steward of the Indianapolis Speedrome at 317-353-8206 or by utilizing the Internet by logging onto www.speedrome.com. Additional copies of these rules are available by calling the above number, downloading from www.speedrome.com or by visiting the Speedrome Pit Office during any racing event.

Indianapolis Speedrome Outlaw Stocks 2003 Prize Money

One dollar of prize money will equal one point in season long

Most Friday Night Outlaw Stock Prize Money			Saturday Night
Finish	25 lap Oval	25 lap Figure 8	25 lap oval
1	\$75	\$200	\$150
2	\$60	\$100	\$75
3	\$50	\$75	\$60
4	\$40	\$60	\$50
5	\$30	\$50	\$40
6	\$25	\$40	\$30
7	\$20	\$30	\$20
8	\$15	\$25	\$15
9	\$10	\$20	\$10
10-18	\$10	\$15	\$10
19-start	\$5	\$10	\$5

"Join The Fun - Join The Craze" Log Onto
www.speedrome.com
or at speedromeindy@aol.com



IF YOU HAVE ANY QUESTIONS
ABOUT THESE RULES,
CALL THE SPEEDROME
AT: 317-353-8206