

LAKE CUMBERLAND SPEEDWAY GRASS ROOTS HOBBY STOCK -2020

2020 Rule Changes -

- Right side beadlocks will be allowed
- Weights will be allowed
- Steering quickeners will be allowed
- Disc brakes will be allowed

Lake Cumberland Speedway Grass Roots Hobby Stock rules. This class is designed to be affordable and competitive for racers of all experience levels. It is also designed to make an even playing field for those with and without sponsor dollars. We want the low budget racers to be able to compete with the high budget racers. Although it is an "economy" class, we want our racers to take pride in a great looking car. We want this to be a class with retro paint schemes of days gone as well as today's hottest graphics and wraps. And, even if you just have a primer job on your car, you are still welcome to race in our grass roots class.

This class will consist of GM passenger car bodies using Chevrolet 362 cid maximum engines or 602 Crate Engines only. All cars will display model and year of race car on rear trunk lid. All cars will display engine cid on right and left side of hood (minimum 4" tall letters).

Due to the simplicity of the grass roots rules, GM cars with Chevrolet engines will be the only cars allowed.

To keep this class as legal as possible, we will allow any driver to look at any other car at any time. Inspecting driver must be accompanied by track official. The only people allowed at the car being inspected will be the driver of the car, driver who is inspecting the car and a track official. NO CREW MEMBERS or any other personnel will be allowed near the car during inspection.

Grass Roots Hobby Stock Class is a Claimer Class with claim rules on engine, shocks and carburetors. Only drivers who finish top 5 can claim anything from other top 5 cars. (see Claim Section).

Grass Roots Hobby Stock Class will have Pill Draw for heat race starting positions each night. If a driver wins 2 Features in a row, that driver will not draw in week 3. That driver will start on the tail of a heat automatically.

Any driver winning 3 Features in a row will automatically start on the tail of the feature of the 4th week.

Parts for this grass roots class can easily be purchased from the local O'Reilly Auto Parts Store at affordable prices.

Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

1. FRAME: Any General Motors OEM full body rear wheel drive passenger car, 1967 or newer, full frame or unibody. Frame must match body. Minimum 107.5 inch wheelbase, maximum one inch difference from side to side. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with minimum 0.083 inch wall thickness, same length as material removed. Factory seam must remain visible. Unibodies must tie rear frame to front frame. Frames may be "X" braced. NO TUBULAR CHASSIS or mismatched body/chassis what so ever. This is a grassroots class. We want to keep it affordable and complete for all drivers.

2. ROLL CAGE: Main cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with wall thickness of at least 0.095 inch. Recommended: low carbon or mild steel. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness. Front down bars must be tied together, passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo. Top halo must be minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window.

Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns. Rear kickers (down bars) and engine hoop required and must be minimum 1.25 inch O.D. tubing with 0.083 inch wall thickness. Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch O.D. tubing. All bars must be inside body. ANY DRIVER WITH HELMET EXTENDING ABOVE HALO WHEN BUCKLED IN, WILL NOT BE ALLOWED ON THE TRACK! BE SAFE! Although this is a grassroots class, safety is paramount!

3. DOOR BARS: All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver.

Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Must be visible for inspection.

4. BODY: All bodies must be unaltered OEM, or OEM replacement, in OEM location and match frame. No homemade body parts. NO aluminum bodies allowed. Front body mounts must be visible. Sunroofs and T-tops must be enclosed. OEM appearing aftermarket plastic nosepiece allowed (must match body on GM metric car). OEM appearing aftermarket plastic tailpiece allowed (recommended to match body). Tailpiece must be trimmed for unaltered trunk lid. No metal fabricated rear tailpieces allowed. No spoilers, hood scoops. No skirting or body add-ons allowed. OEM STEEL hood only, maximum three inch bow, hood may be gutted. OEM STEEL unaltered trunk lid only, no gutting. Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal. Hood must be separate from fenders. Front and rear inner wheel wells may be removed. Trunk floor directly over rear end housing must be removed. Trunk floor may be replaced, frame rail to frame rail, with 0.049 inch thick steel, must be located on top of frame rail. Overlapping of body panels permitted. All glass must be removed, all windows in body must remain open; maximum seven inch metal sun visor allowed across top of windshield opening. All doors must be securely fastened. Fenders and quarter panels may be trimmed for tire clearance, ONLY. Car number must be minimum four

inches thick and 20 inches tall and clearly visible, on both sides and roof of car; six inches tall on front and rear.

5. DRIVER COMPARTMENT: Minimum five(5) 1/2" windshield bars in front of driver. Aluminum high-back seat only and must be bolted in using minimum 0.375 inch bolts. Driver seat may be no further back than rear edge of B-pillar. Driver must be sealed off from track, driveline, engine and fuel cell. Seatbelt mount not to be more than 90 degrees. Open cockpit mandatory. Must have firewall in front of fuel cell. Dash not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. No other interior tin or covers. Inside rear quarter panels, below window level, may be cut out. Doors and driver side B-pillar may be gutted. No cutting out of firewalls, roof, kick panels, rocker panels, except for roll cage clearance. All holes in firewalls and floor must be covered with metal.

Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail. Exception is maximum eight inch tall driveshaft tunnel similar to OEM tunnel in size. Rear firewall and speaker deck must be metal and be of OEM factory design for that make and model. Must keep factory firewall, floor pan and cowl panel. No mirrors of any kind. Must have aftermarket throttle pedal. No throttle cable. Must use solid throttle rod. A master disconnect switch, painted red, must be within reach of driver's compartment and accessible by safety crew.

6. FRONT SUSPENSION: All components and mounts must be steel, unaltered OEM, in OEM location and match frame. OEM rubber A-frame bushings only. OEM or OEM replacement ball joints allowed. No rebuildable ball joints. No sway bars, spring spacers, chains or cables. Exceptions are: for 1978-1987 GM mid-sized metric frame, OEM upper A-frame may be replaced using aftermarket tubular upper A-frame (steel or aluminum cross shaft allowed), Upper A-frame mount must remain OEM and cannot be moved. No suspension stops of any kind allowed. Lower control arm must match frame, manufacturer, model and year.

7. STEERING: OEM steering box ONLY. No aftermarket steering boxes allowed. All components must be steel unaltered OEM, in OEM location and match frame. Exceptions are: tie rod adjusting sleeve may be replaced with 5" steel tube; bolt on spindle savers allowed; OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended), steering wheel and quick release (required) may be aluminum. No steering quickeners (minimum 2.5 turns lock to lock), or remote power steering reservoirs.

8. SHOCKS: One unaltered steel, nonadjustable, OEM-mount shock, in OEM location, per wheel. NO RACING SHOCKS ALLOWED. All shocks must completely collapse at any time. No external or internal bumpers or stops.

No bulb-type, threaded body, coil-over, air, or remote reservoir shocks. Maximum 2.125 inch O.D. shock body. No gas port, Schrader or bladder type valve allowed. No coil-over eliminators. Rear OEM shock location is 4.5 inches from bottom of housing to center of bolt hole and centered on control arm bracket. \$25 claim on any shock. One or all shocks on car may be claimed per event, counting as one claim on card, following shock claim procedures and penalties.

10. SPRINGS: One stock, steel closed end spring per wheel only in OEM location. Minimum 4.5 inches O.D., maximum 14 inch free height, non-progressive coil springs only. No spring rubbers allowed.

9. REAR SUSPENSION: All components and mounts must be steel, OEM or OEM replacement, in OEM location and match frame. Trailing arms can be lengthened or shortened. OEM rubber control arm bushings only. Center of rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing. No independent rear suspension. No sway bars, panhard bars, spring spacers, extensions, chains or cables. No suspension stops of any kind allowed. Leaf Spring cars must use a shackle to mount leaf spring. No sliders allowed.

10. REAR END: Approved OEM housing and carrier only. No floater rear ends. OEM, or OEM replacement (recommended) solid steel axles only. Nine inch Ford rear end allowed, but must be mounted like OEM rear end (centered) for that make and model. One inch inspection hole in housing required. Ring gear, center section and yoke cannot be lightened. Steel or aluminum U-joint caps allowed. Welded spider gears or mini spool only. No scalloped ring gears allowed, cambered rear ends, heavyweight axle tubes (max .250" wall) or housing braces. REAR END MUST BE SOLID TO LEAF MOUNT AND CAN NOT ROTATE ON IT.

11. BUMPERS/RUB RAILS: Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. Front and rear tow hooks mandatory. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body other than rub rails. All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only.

One of two bumper options must be used and must be OEM height: OEM: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. Aftermarket: Fabricated tubular bumpers (front and rear) allowed but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5 inch O.D. (maximum two inch) with 0.083 inch (maximum 0.125 inch) wall thickness.

12. TIRES/WHEELS: Unaltered OEM 205/70/15 passenger car tires only. No racing tires or brands allowed. No recaps allowed. D.O.T. passenger car tires only. All four tires and wheels must be same size. Tires must be inside body. No racing, snow, or all-terrain tires. No softening, conditioning, siping/grinding or grooving. Maximum eight(8) inch wide, three to four inch offset, unaltered, D.O.T.-stamped steel wheels with standard bead bump - must weigh minimum 21 pounds. No wheel spacers or bleeder valves. One inch O.D. steel lug nuts required. Right rear bead lock allowed. Tubes allowed

13. BRAKES: Steel, unaltered OEM, or unaltered OEM replacement, operative front wheel, disc (front) and drum (rear) brakes, must match frame or rear end. Full OEM backing plates, no aftermarket plates allowed. OEM or OEM appearing master cylinder must be in OEM location. No antilock brake systems. No aftermarket brake pedal assemblies, brake shut-off or bias adjuster. Steel brake

14. FUEL SYSTEM: 1 carburetor only. 2 or 4 barrel carburetor allowed. Dual line carburetors allowed. No Dominators or Predators allowed. No fuel log allowed. Maximum 3/8" fuel line. No racing fuel pumps allowed. OEM factory fuel pumps only. No Billet aluminum fuel pumps allowed. Racing fuel cell required, maximum 22 gallon capacity (Recommended:12 gallon), must be in minimum 20 gauge container. Must be securely fastened in trunk above level of OEM

trunk floor, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and .125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel lines through driver compartment must run through metal pipe or metal conduit. One fuel filter allowed, cannot be in driver's compartment.

No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner ductwork. Mechanical OEM type push rod fuel pumps only. No fuel pressure regulators. Fuel shut-off recommended

15. FUEL: Gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented additives. No electric fuel pumps. No alcohol allowed.

16. WEIGHT: No ballast allowed. Any item deemed as ballast will be required to be replaced - i.e. fuel cell straps, fuel cell cans, battery boxes, etc. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only. No welded additions to be used for weight. Anything welded/added must have legit-legal function. Track official has the right to inspect any car at any time.

17. BATTERY/STARTER: OEM ignition only. One 12 volt passenger car battery only, must be securely mounted between and above frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. A master disconnect switch, painted red, must be within reach of driver's compartment and accessible by safety crew.

18. GAUGES/ELECTRONICS: 1 toggle switch with 1 push start button only. No timing retard controls, or digital gauges(including tach). The only gauges allowed are water temp, oil pressure and tach. OEM ignition only, no aftermarket ignitions. OEM distributor and coil only. No magnetos allowed. No aftermarket or racing coils allowed. No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12 volt ignition system and HEI distributor only. No electronic traction control devices.

19. TRANSMISSION/DRIVE SHAFT: All forward and reverse gears must be operational.

Manual: Must be unaltered OEM three or four speed, with minimum 10.5 inch steel/organic single disc-type clutch and steel pressure plate assembly inside an explosion-proof steel bellhousing - minimum 270 degrees around top of clutch and flywheel area. No lightweight bellhousings. Hydraulic clutch release bearing allowed. Steel unaltered flywheel. Absolutely no racing transmissions allowed. This is a grass roots racing class.

Automatic: Must be unaltered OEM, with unaltered OEM pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing. Minimum 10 inch diameter torque converter containing a minimum of three quarts of fluid. Torque converter must have a minimum 0.125 inch plug. Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. Flexplate must be full, unaltered OEM, or OEM replacement. No bump starts allowed. Absolutely no racing transmissions allowed. This is a grass roots racing class.

Drive shaft: Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only. Drive shaft must be painted white. 360-degree driveshaft loop required and must be constructed of minimum 0.25 inch by two inch solid steel, or one inch tubing, mounted six inches back from front U-joint.

20. ENGINE COMPARTMENT: Engine must be in OEM location. On GM metric frame, center of fuel pump must be located minimum 1.75 inches in front of cross member (measured at frame). Frame and cross member may not be altered for engine placement. Engine mount holes cannot be removed or altered on block. Stock, steel motor mount replacement allowed in stock location only. Absolutely no motor setbacks, no mid-plate allowed. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. Camaro engine must be in stock location. Engine and firewall cannot be set back. Minimum two-core radiator, must be mounted in front of engine. Overflow tubes must be directed to ground. Must have 4-blade fan. No 6-blade fans allowed. No electric fans, surge tanks or vacuum pumps.

21. ENGINE OPTIONS AND SPECIFICATIONS:

ENGINE: 362 cid Maximum Chevrolet, cast iron OEM engine block only. 602 Crate Engine will be allowed. 602 crate engines are not required to be factory sealed. This will allow the low budget racer to rebuild the engine at much lower cost. Can replace factory rocker arms with roller-tipped rocker arms. Headers allowed. No 400 cid blocks/parts or larger allowed. No Bow Tie or aftermarket engine blocks allowed. Cast iron cylinder heads only. 23 degree only. Must be Chevrolet production head only, with ID numbers visible. No Bow Tie or aftermarket cylinder heads allowed. Roller-tip rockers allowed. No stud girdles allowed. 1.25" max diameter valve springs. Track officials reserve the right to pull valve covers for inspection at any time. Engine block ID numbers must be clearly visible. Can not grind off any ID numbers of any engine parts.

FUEL PUMP: Fuel pump must be OEM only. No aftermarket or racing fuel pumps allowed.

INTAKE: Any aluminum dual plane intake allowed.

WATER PUMP: Steel or aluminum water pumps allowed

OIL PAN: Racing oil pans allowed.

CAMS: Solid lift cams only. No rollers allowed

CLAIM:

Engine/ Shock/ Carburetor Claim: Only top 5 finishers can claim anything on other top 5 finishers. (Example)winner of the feature can claim a motor of the 5th place finisher, or 2nd place can claim shocks of 3rd place finisher. Any driver claiming must contact track official before cars exit the infield from post-race inspection. Any claim money must be in cash and presented by the claiming driver to the track official within 10 minutes of conclusion of the feature.

Engine Claim: Claim on engine is \$750 plus engine from the car of the driver claiming.

Claim does not include-(1)flywheel (2)clutch (3)pressure plate (4)bellhousing (5)breathers (6)carburetor (7)starter (8)motor mounts (9)oil/temp sending units (10)fan and pulleys (11)clutch hall (12)clutch arm (13)throw out bearing (14)dip stick (15)water pump (16)fuel pump, rod and plate (17)distributor (18)plug wires (19)water outlet and restrictor (20)exhaust manifold and pipes.

Shock Claim: Claim is \$25 per shock plus shocks from the car of the driver claiming.

Carburetor Claim: Claim is \$250 plus carburetor from the car of the driver claiming.

Any driver declining claim will forfeit all money and points from that night of racing. Driver will also be assessed a 3-week suspension.

Any driver declining a 2nd claim will forfeit all money for that night and be assessed a 1-year suspension. Driver will also be disqualified from points and any year-end awards.

Lake Cumberland Speedway management reserves the right to purchase any engine for \$3,500 at the conclusion of any feature event. If driver refuses buyout, that driver will forfeit all winnings for the night, loss of points and 3-week suspension. A 2nd refusal will result in loss of winnings for the night, all yearly points and 1-year suspension.