

# LAKE CUMBERLAND SPEEDWAY GRASSROOTS HOBBY STOCK

Updated: 5/28/2024

## ***STOCK SUSPENSION ONLY!***

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 or 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. Even if you just have a primer job on your car, you are still welcome to race in our grassroots 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 the model and year of the race car on the rear trunk lid. All cars will display engine cid on the right and left side of the hood (minimum 4" tall letters).

Due to the simplicity of the grassroots 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 a track official. The only people allowed at the car being inspected will be the driver of the car, the 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.

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

Parts for this grassroots 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 the body. Minimum 107.5 inch wheelbase, maximum 1" 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 the rear frame to the front frame. Frames may be "X" braced. **NO TUBULAR CHASSIS** or mismatched body/chassis whatsoever. This is a grassroots class. We want to keep it affordable and competitive for all drivers.

2. **ROLL CAGE:** Main cage must consist of continuous hoops, minimum 1.50 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 the OEM frame. Driver's head must not protrude outside the cage with the helmet on. Rear hoop must have an "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 a minimum 40 inches between the 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 a minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from the bottom of the open 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 the 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 a minimum 1.50 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 the 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:** Must have nose and tailpiece of car make. No late model style noses. Body must be stock in appearance. Steel roof of car make or OEM steel replacement only (NO FIBERGLASS TOPS!). Spoilers no more than 3". Any pre-fab body parts must be STEEL OEM thickness. Steel only and no late-model looking bodies! Hoods can be fiberglass or aluminum.
5. **DRIVER COMPARTMENT:** Minimum five (5) 1/2" windshield bars in front of the driver. Aluminum high-back seat only and must be bolted in using minimum 0.375 inch bolts. Driver must be sealed off from the track, driveline, engine and fuel cell.. The driver's compartment can be fully enclosed with racing aluminum. Must have a firewall in front of the fuel cell. Inside rear quarter panels, below window level, may

- be cut out. Doors and driver side B-pillar may be gutted. All holes in firewalls and floors 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 a 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 an aftermarket throttle pedal. No throttle cable. Must use a solid throttle rod. A master disconnect switch, painted red, must be within reach of the driver's compartment and accessible by the safety crew.
6. **FRONT SUSPENSION:** All components and mounts must be steel, unaltered OEM, in OEM location and match frame. OEM or OEM replacement ball joints allowed. No rebuildable ball joints. No sway bars, chains or cables. 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. Tubular uppers allowed in stock location.. Lower control arm must match frame, manufacturer, model and year.
  7. **STEERING:** 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.
  8. **SHOCKS:** One steel, non adjustable, OEM rubber bushing mounted shock (No heim ends), in OEM location, per wheel.No external or internal bump stops. No bulb-type, threaded body, coil-over, air, or remote reservoir shocks. No gas port, Schrader or bladder type valve allowed. No coilover eliminators. Shocks must be in stock location.
    - a. **Shock claim rule:** Top 3 reserves the right for \$50 per corner and swap shocks.
  9. **SPRINGS:** One spring per corner in stock OEM location. Minimum 4.5" dia. No 18" or 20" springs allowed. Racing springs permitted. No coilovers allowed.
  10. **REAR SUSPENSION:** STOCK! STOCK! STOCK! 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 the rear lower control arm bolt hole must be 2.25 to 2.5 inches from the bottom of the housing. No independent rear suspension. No sway bars, panhard bars, 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. Camaros may have lowering blocks and drop shackles.(NO FAST BOY SET UP)
  11. **REAR END:**All components must be stock in stock location No independent rear suspension allowed, 9" floater rear ends allowed.No quick changes allowed.

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 the same size. Tires must be inside the body. No racing, snow, or all-terrain tires. No softening, conditioning, siping/grinding or grooving. Maximum eight (8) inch wide,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. Wheel offset can be no less than 3 inches and no more than 4 inches.
13. **BRAKES:** Stock steel OEM calipers only. No AFCO or Wilwood calipers.Master cylinders can be aftermarket.
14. **FUEL SYSTEM:** One carburetor only. 2 or 4 barrel carburetors allowed. Dual line carburetors allowed. No Dominators or Predators allowed. OEM factory fuel pumps only.Maximum 22-gallon capacity (Recommended:12 gallon), must be in a minimum 20-gauge container. Must be securely fastened in the 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 the entire cell, two inches wide and .125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between the 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 the 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 the driver compartment must run through metal pipe or metal conduit. One fuel filter allowed, cannot be in the driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into the carburetor. No top flow air cleaner housings, cold air boxes or air cleaner ductwork. Mechanical OEM type push rod fuel pumps only. Fuel shut-off recommended. **FUEL: E85 or racing gas allowed - NO alcohol permitted.**
15. **BATTERY/STARTER:** OEM ignition only. One 12 volt passenger car battery only, must be securely mounted between and above frame rails, and the positive terminal must be covered. Battery must be in a Marine type case if mounted in the driver compartment. Starter must bolt in the OEM location. A master disconnect switch, painted red, must be within reach of the driver's compartment and accessible by the safety crew.
16. **GAUGES/ELECTRONICS:** No timing retard controls. 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.
17. **TRANSMISSION/DRIVE SHAFT:** All forward and reverse gears must be operational.
  - a. **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 bell housings. Hydraulic clutch release bearing allowed. Steel unaltered flywheel. Absolutely no racing transmissions allowed. Must have visibility of stock clutch through bell housing. Must be stock single-disk clutch only.

- b. **Automatic:** Must be unaltered OEM, with unaltered OEM pump. Aluminum OEM bell housing may be replaced with aftermarket explosion-proof steel or aluminum bell housing. 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 flex plate. Flex plate must be full, unaltered OEM, or OEM replacement. No bump starts allowed. Absolutely no racing transmissions allowed.
- c. **Drive shaft:** Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only. Drive shaft must be painted white.

#### 18. ENGINE OPTIONS AND SPECIFICATIONS:

- a. **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. Headers allowed. No 400 cid blocks/parts or larger allowed. No Bow Tie or aftermarket engine blocks allowed. Cast iron cylinder heads only. 23 degrees only. Must be Chevrolet production head only, with ID numbers visible. No Bow Tie or aftermarket cylinder heads allowed and NO ANGLE PLUG HEADS. Track officials reserve the right to pull valve covers for inspection at any time. Engine block ID numbers must be clearly visible. Cannot grind off any ID numbers of any engine parts. Motor setback - #1 plug is to be no further back than the driver's side ball joint. Roller Rockers permitted, absolutely no stud girdles or shaft rockers.
- b. **INTAKE:** Dual plane intake ONLY.
- c. **WATER PUMP:** Steel or aluminum water pumps allowed.
- d. **OIL PAN:** Racing oil pans allowed.
- e. **CAMS:** Solid lift cams only. No rollers allowed
- f. **CLAIM:** Engine/ Shock/ Carburetor Claim: Only top 3 finishers can claim anything on other top 3 finishers. (Example)The winner of the feature can claim a motor of the 3rd place finisher, or 2nd place can claim shocks of the 3rd place finisher. Any driver claiming must contact track officials 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.
- g. MSD Ignition is ALLOWED

h. Engine Claim: Claim on engine is \$1,000 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. dipstick
15. water pump
16. fuel pump, rod and plate
17. distributor
18. plug wires
19. water outlet and restrictor
20. exhaust manifold and pipes

**NOTE: \$1,000 motor claim and swap motors to the top 3 only.**

**Disclaimer:**

- **No tube chassis cars stock only! Meaning no hack jobs to make a full tube car (these are not Super Stocks) if it looks like one being a fab built chassis then it's illegal!**

**NO QUESTIONS ASKED!!!**

**IF THE RULES DOESN'T SAY YOU CAN THEN DON'T!**