



## **RPM Speedway 2013 Factory Stock Rules**

### **NEW UPDATES FOR 2013 – AS OF 12/7/12:**

- *The unaltered (off the shelf) Holley 4412 using a 1" adapter on Quadrajet intake.*
- *The weight rule has dropped 200#; from 3,400# (after the race with driver) to 3,200#.*
- *Passenger is allowed as long as car meets all safety requirements - same as driver's compartment.*
- *The only other update at this time is the name change from Bombers to Factory Stocks.*
- *All other existing 2012 RPM Factory Stock/Bomber rules will remain unchanged, and here they are:*

### **GENERAL:**

All components are subject to inspection and approval of inspecting officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. The management reserves the right to make any necessary changes to enhance the racing program or safety.

### **TERMS:**

The term "stock O.E.M." means that the item/part must have been a standard item/part on the MAKE and MODEL of the vehicle being driven as a racecar. Just because a part is manufactured by the company that manufactured the vehicle does NOT mean the part is legal. The part must have been available on the specific vehicle being used as a racecar.

### **CARS:**

1. Must be stock street type passenger cars.
2. No commercial vehicles, convertibles or sports cars allowed.
3. Wheelbase must be stock for make and model.
4. 108" or 114" wheel base cars may run a stock 2 or 4 barrel carburetor.

### **BODY:**

1. Car must be strictly stock with a complete steel body. No cutting on body, no holes in hood, and hood may be hulled and must be in place at all times.
2. All glass, chrome (except bumpers) and interior must be removed. All molding and glass, both inside and outside, must be removed; as well as head lamps, tail lamps, and park lamp assemblies.
3. Windshield bars and screen – front windshield should have a minimum of four (4) bars 1/4" in diameter, securely mounted 4" on center in front of driver required. Highly recommended: bars across entire front windshield area with a heavy wire screen attached. Screen may be added also. Rear windshield must remain open and unobstructed. Bars must be securely mounted to body; not to any aluminum.
4. Floor boards and trunk floor must be complete (except for drain holes for fuel-see Fuel Tank).
5. Doors, trunks and hoods must be bolted, welded or pinned shut in a manner as to not allow the panel to become loose or fall off during the race. Trunks may be hulled.

6. Rear fenders must remain in car, but may be cut for tire clearance – maximum 16” from center of rear axle.
7. Racing seats allowed. All seats will be inspected for mounting and installation. Aluminum (required) seats must be securely mounted. It is recommended that a minimum of 6 3/8” bolts with a steel flat washer of not less than 1 1/2” in diameter be used, and be installed between the head of the bolt and seat. All six (6) bolts should be attached to an approved frame with a minimum of four (4) bolts in the bottom of the seat and a minimum of two (2) bolts in the back of the seat.
8. Track reserves the right to request any body panel to be replaced should it become a safety hazard.

#### **WEIGHT:**

1. Minimum weight – 3400 pounds, with driver, after race. Added weight must be bolted or welded to car, painted white, with car number on weight.

#### **SUSPENSION & STEERING:**

1. Suspension parts must remain absolutely stock for that make and model of car. NO MODIFYING ALLOWED – NO RACING PARTS. Coil Spring Cars may use any spring, single or dual pigtail spring in the stock location or flat on both end racing springs min. 4 1/2” dia., centered over the rear end housing tube and in the stock upper location with no frame modifications to accommodate springs. No spring spacers fixed or adjustable, no spring shims.
2. May use Sweet type pump with separate reservoir.
3. After-market steering shaft and quick release steering wheel is allowed.
4. Quick steer and any steering box allowed.

#### **BUMPERS:**

1. Front bumper may be stock, no wider than frame horns. Front bumper may be constructed of 1 3/4” O.D. x .095 tubing, no wider than body. Uprights no wider than the frame horns. Must be maximum of 1 1/2” x .095, 12” overall height, including bumper.
2. Leading edge of bumper may not extend forward more than stock bumper.
3. Complete unaltered OEM Rear Bumper, capped to quarter panels with up to 1/4 thick x 6 inch wide plate steel, welded or bolted (optional but recommended). Nerf bars permitted; must be flush with body, DO NOT extend past your tires, and capped with no sharp edges. WRAP AROUND BUMPERS ALLOWED.
4. Must not have any sharp edges.
5. Bumpers may be reinforced with two braces between bumper. a) One (1) single upright loop may be added, between front bumper, for radiator protection. Maximum 1 1/2” O.D. No wider than frame horns, with a maximum height of 12”, one brace on each side from the loop to frame in front of core supports.  
b) One (1) single upright loop may be added between the rear bumper and trunk, for protection. Maximum 1 1/2” O.D. No wider than the frame horns, with a maximum height above the frame of 8”, one (1) brace on each side from the back of the loop to the back of the brace.

#### **DRIVETRAIN:**

1. Engine a) Stock engine for that make only, and in original location. Maximum cubic inches 368. Stock bore and stroke combination.  
b) Stock cast iron intake manifold only. No aftermarket manifolds. No high rise.  
c) Stock cast iron exhaust manifolds. Must be early model stock appearing exhaust manifolds. Header pipe must be retained.  
d) Must vacuum check at a minimum vacuum of 15” at 1100 rpm at manifold with track's gauge.  
e) OEM cylinder heads with open chambers only. No closed chambered heads. No double hump heads. No partial closed chamber. No Vortec heads. No aluminum heads. No special order heads or factory special order heads. Any open chamber, cast iron, OEM factory production, straight plug head is allowed that fits the above and below requirements. Heads may be flat-milled. No angle milling. 305 heads are allowed. These are the heads that are NOT legal: 040, 041, 186, 291, 461, 462, 492. No double hump heads allowed.  
f) On all GM engines, heads are limited to 1.94” intake and 1.50” exhaust valves.  
g) Pistons – Flat top or Dish, cast only. No forged pistons.  
h) Hydraulic camshaft and lifters only. No racing cams allowed.

- i) Screw-in studs are not allowed. Stock type screw-in studs ok. Studs may be pinned. Push rod guide plates are not allowed.
  - j) No porting, polishing, or port matching allowed.
  - k) Full roller rocker arms are not allowed. Roller tip rocker arms are not allowed. Only stock-type rocker arms are allowed. Poly-locks are not allowed. Stud girdles are not allowed.
  - l) Stock carburetor for that make only. No double pumpers or dual line. No Holly carburetor on GM cars.
  - m) No adapter plates.
  - n) No headers.
  - o) Muffler and tail pipe may be removed.
  - p) Stock oil pan or claimer oil pan.
  - q) No aluminum or titanium components are allowed.
2. Transmission
- a) No standard transmissions.
  - b) Any OEM automatic transmission is allowed. Unit must be stock and have a full working torque converter; minimum of 11". No direct drivers, valves pumps or bleeder style valve bodies. All forward, neutral and reverse gears must be in working order for all automatics. No power glides. Car must be able to shift from neutral to forward and reverse while car is idling.
  - c) Transmission fluid coolers are allowed, but must be mounted in front of radiator or under hood; not inside driver compartment.
  - d) Drive shafts must be steel and must be painted white. Must have a steel driveshaft loop (360) degrees connected to the frame located within 6" of the front driveshaft u-joint. Minimum size is 2" x 1/4" or Min 1" round tubing. No chain loops allowed as front loops.

3. Rear End

- a) Stock for make and model. Any gear ratio allowed.

- b) Axles may be locked together at all times with mini-spool or welded. No posi-trac, limited slip, Detroit locker, full spool, etc.

#### 4. Brakes

- a) All cars must have O.E. M. hubs and brakes, with a minimum of three (3) wheels in working order, four (4) wheel brakes are recommended. Rear disc brakes optional..... with an OEM type rotor like from the front of 96 or so Camaro rotor and a OEM caliper with a bolt on or weld on caliper bracket... (Not a racing hat and separate bolt on rotor).

- b) Brake test may be held throughout the year.

#### **ROLL CAGE:**

- 1. Steel roll cage mandatory with a minimum of 1 1/2" O.D. x .120 wall thickness tubing required. Steel plate minimum of 1/4" thick by 12" high outside of doors for driver protection or welded to door bars, at least three (3) side door bars running from the front upright to the rear upright in each door are required (both recommended).

- 2. Front and rear roll bars must connect at top. Proper bracing and triangulation on front and rear roll bars is required.

- 3. Top bars must be 2" above driver's head.

- 4. Must have two (2) braces to front and rear. Bracing can go through the front and rear firewall.

#### **WHEELS & TIRES:**

- 1. Steel wheels only 8" wide minimum. Maximum 1" lug nuts on all wheels. Oversized wheel studs recommended.

- 2. Tires 60 Series Street tires with D.O.T. numbers.

- 3. Asphalt Pull offs may be used. Grooving Pull-offs O.K. No grooving any other tires.

- 4. You can run the IMCA Hoosier 500 or the American 500 up until April 6, 2012. As of April 13, 2012, you must be on the Hoosier IMCA G60 or the American Racer G60.

- 5. No beadlocks allowed. No screwing of tires to rims allowed.

#### **FUEL TANK & FUEL:**

- 1. Fuel cell is allowed – only one (1) per car. Fuel cells must have a rollover check valve and flapper valve.

- 2. Fuel tank must be mounted in trunk. Trunk floor may not be removed, but must have a way of letting gas escape, such as drain holes, in case of a rollover.

- 3. Tank must be painted white and have a screw on cap required.

4. Gasoline only, no additives.

**RADIATOR:**

1. Only one (1) radiator. Must be centered in front of engine, in a vertical position with no body modifications.
2. May add 1 1/2" angle iron from frame to top of radiator with cross bar to fender. Must be behind core support.

**BATTERY:**

1. Must be securely mounted in a marine-type battery box and covered with sheet rubber or mounted in battery box to prevent acid spilling.
2. Battery must be able to start car at all times.

**DRIVERS RESTRAINT SYSTEM, HELMET & CLOTHING:**

1. Seat belts a) Racing type 5-point seat belts mandatory. All 5-points must be used. Must be securely mounted with 2" bolts and tabs welded to the cage or frame. Must be less than three (3) years old. If the SFI tag is not present or legible, the belts are not legal.
2. Window Net a) Window net with quick release mandatory, mesh or ribbon window nets ok. No sprint car window nets.
3. Helmet a) Approved helmets only. Full-face Snell 90 or newer and must have Snell sticker clearly visible inside the helmet. M90, M95, M00, SA90, SA95 and SA00 are legal. If the Snell rating is not visible, the helmet is not approved for racing at this track. SA90 or newer is recommended.
4. Protective Clothing a) All drivers are required to wear driving suits that are made of fire retardant material, that effectively covers the driver's body (multi-layered recommended). Suit must be in good condition with no holes or tears in suit. Driving gloves and shoes are mandatory.

**PROTEST POLICY:**

- Protest money must be in the hands of the promoter BEFORE the "A" Main starts.
- Tear-down fee of \$300 will require the removal of one (1) cylinder head and related components to allow measurement of bore and stroke and to see piston dome type.
- \$50 of the protest fee goes to the track; no matter the results of the protest.
- Person protesting must take the green flag in the "A:" Main that night and be signed in to the pits that night.
- Only registered car owner in the Bomber registration for the current year at this track may protest.
- Owners may protest one (1) time in a four week time span on the same car.
- First refusal to remove head for testing results in the loss of all points and pay for that night. Second refusal results in that night's pay and all points for the whole season being lost.
- Track may tear-down or inspect any car, any time, for any rule violation without money or protest fees posted.
- If the protest is considered ILLEGAL on any components listed above than the driver is disqualified for the night and does not receive points or pay for that night. If the protest is considered LEGAL then the owner making the protest loses his fees and the owner of the car that was tore-down receives the \$250 protest fee.
- There is no longer an engine claim. INFRACTION OF ANY RULES STATED ABOVE WILL RESULT IN LOSS OF POINTS, MONEY, and AWARDS FOR THE NIGHT. DON'T COME BACK UNTIL YOUR CAR IS LEGAL. Clarifications of these rules can be made at the race track at anytime!

***IF IT DOESN'T SAY YOU CAN DO IT..... YOU CANNOT DO IT!***

***RPM Speedway reserves the right to make modifications as necessary throughout the racing season.***