

2017 EAST LINCOLN SPEEDWAY

STOCK FOUR RULES

GENERAL:

The Stock Four Division is an entry level class that is designed to allow the individual to participate in stock car racing at the lowest possible cost. Very limited modifications are allowed to the cars, suspensions and engines. The class is open to most 4-cylinder, rear wheel drive automobiles, 2-wheel drive mini-pickup trucks and station wagons.

QUALIFICATIONS:

Driver can not have more than 2 wins in 4cyl classes since 2012. Also cannot have finished in the top 10 in points in Super Stock/Pro 4 since 2012 or in the top 3 in points in Rookie 4/stock 4 since 2012. Driver cannot have raced in any V-8 class at East Lincoln since 2012..

BODY:

Body may be fabricated from steel or aluminum, but must follow stock body lines. Can not exceed stock body dimensions. For stock 4-cylinder body dimensions, see detailed measurements at www.trackforums.com. 2 ½ in high hood scoop is allowed. Body must sit on frame in OEM position. Rear spoiler is not allowed. Front firewall must be steel and must be in stock location. Floor pan must be stock in stock OEM location. Any patch panels installed in floor pan due to rust or damage must be steel. Rear firewall may start behind drivers seat. Aluminum or steel may be used to box in drivers compartment. Cars with boxed in interiors must have a 12" x 12" removable inspection panel to check enclosed area. All interior panels must be sealed well enough to prevent fire, hot oil, or fuel from entering driver compartment. Must run hood at all times unless crash damage prevents it. All cars must have a roll cage as specified in safety section of the East Lincoln Speedway General Rules.

CHASSIS AND SUSPENSION:

Suspension must be stock for type of vehicle being used. Front and rear suspension mounting points must be stock. Adjustable castor/camber plates are allowed. **Adjustable spring cups are allowed on front and rear.** Upper and lower A-arms must be stock for chassis used. Rear trailing arms must be stock and non-adjustable. Uppers may be modified for pinion angle adjustment. Mono-ball control arm bushings are allowed. **Steering:** Steering gear must be OEM for make of vehicle being raced. No quickeners allowed. Steering column may be after market collapsible type or OEM with quick release steering wheel hub mandatory.

SPRINGS:

Non-adjustable lowering blocks allowed on leaf springs. All springs may be changed, but must be in stock location.

SHOCKS:

Any steel non-adjustable shock is allowed. Must be in stock position in front **and rear**.

ENGINE:

Must be naturally aspirated, 2 valve per cylinder engines only. No rotary or DOHC engines allowed. No fuel injection or multiple carburetors allowed. Engine must be same make as car. Must be OEM only with maximum overbore of .080. 2500 cc is maximum allowed. **2500 Ford blocks are not allowed.**

ENGINE LOCATION:

Must be in Stock OEM location. Solid mounts allowed.

CRANKSHAFT AND RODS:

Crankshaft must be stock OEM with stock stroke. Rods must be any steel, no titanium. **2500 Ford crankshafts are not allowed.**

PISTONS:

May be any flat top. 3TC Toyota may use .235 dome. .267 dome must add 50lbs. 20 and 22 may use .125 dome.

HEAD:

Must be stock OEM, absolutely no porting or polishing allowed. No extrude honing allowed. **No acid porting allowed.** Ports must remain at factory OEM shape and volume. **Head may be angle cut. A bowl cut is allowed but, cannot exceed the ID of the valve seat and can be no deeper than the valve guide. Bowl cut must be concentric with the valve guide.**

VALVES:

Valve angle must remain OEM stock. May have competition valve job, any seat angle allowed. Valve may be any steel, stock diameter only. The maximum valve size for the Ford 2300 is 1.751 for the intake valve and 1.509 for the exhaust valve. No titanium valves allowed. No hollow stem valves allowed. Valve springs must be stock style and diameter. Double springs are allowed. Retainers may be any steel, no titanium.

CAMSHAFT:

May be .425 maximum lift. Lift will be measured with 0 lash for hydraulic lifters and .025 lash for solid lifters at the valve. No roller cams or rockers allowed. Adjustable cam gears are allowed.

OIL PAN AND PICKUP:

May be any wet sump, steel only.

COOLING SYSTEM:

Must remain in stock configuration. **Aluminum racing radiator may be used.**

BALANCER:

Stock

EXHAUST:

Must use OEM cast iron manifold or approved after market tubular headers. Track approved muffler is mandatory.

PULLEYS:

Any type allowed

INTAKE MANIFOLD:

OEM stock only. No porting modifications whatsoever. No internal coatings on ports in head or intake allowed.

IGNITION:

Must be stock type distributor and coil. May use Mel's ignition. No aftermarket multiple spark or adjustable electronic type systems allowed. No traction control.

CARBURETOR:

Stock OEM or Holley 350 # 7448. No modifications to the outside of carburetor or venturas allowed. May drill air bleeds on stock carburetor. Holley must remain stock appearing. May change jets, etc. for tuning. A 1in carburetor spacer is allowed with 1 gasket per side of spacer. Restrictor plate required. See track management.

FUEL PUMP:

Any allowed, but electric must have a kill switch that will cut off the pump if the oil pressure drops.

DRIVELINE:

Rear end must be stock type non-floater up to 8.8 in. May change gear, must be locked. No wheel spin sensing differentials allowed. Driveshaft must be steel and be painted white. Must have at least one hanger.

TRANSMISSION:

Transmission must be OEM stock with all gears intact and operable. Fly wheel must be stock and weigh a minimum of 16 lbs. Clutch and pressure plate must be stock type, single disc with solid lining. Must have a minimum thickness of 3/16 in steel scatter plate around bell housing to contain clutch or flywheel in case of failure.

BRAKES:

Must be OEM stock for type of vehicle used. Rear disc ok **but must use OEM, stock rotors and calipers. Rotors cannot be cut down or lightened.** Any racing pedals may be used. No cockpit adjustable brake bias bars allowed.

WHEELS:

Any steel 7in Maximum width, 13in diameter. Bead lock may be used on right side only.

TIRES:

Any 60 or 70 Series DOT Street **legal** tire. May also use approved Towel City Retreads. No racing tires. Tires cannot be siped. No tire softening agents of any kind are allowed. No Grooving. Tires cannot be screwed to the wheels in any way. Must punch 65 or higher with track durometer.

WEIGHT:

Cars must weigh 1 lb. per cc. All cars must have cc's posted on hood in a minimum of 3 in. numbers, MANDATORY. 2500cc maximum. 2,000 lb minimum weight after race with driver.

FUEL:

May use pump gas or approved race gas. No performance additives of any kind allowed. Fuel cell must be in compliance with safety section of East Lincoln Speedway Track Rules. Fuel will be checked.

* **Note:** Roll cage, seat and belt specifications and all other safety rules will be posted in the general track rules section.

ANY ITEM NOT SPECIFIED IN THESE RULES MUST BE APPROVED BY THE TECHNICAL DIRECTOR BEFORE COMPETITION OR IT IS NOT LEGAL!