



2019 FACTORY STOCK DIVISION

Last Revised: 2019-03-13

Please read the Laird International Raceway General Rules in addition to these Divisional Rules.

All rules are subject to the discretion of the tech official(s) and track management.

IF IT DOESN'T SAY YOU CAN, YOU CAN'T!

GENERAL (A)

1. Track Officials have the right to inspect any part, of any car, at anytime to determine compliance with the rules.
2. No mirrors allowed or anything that may resemble a reflective device or material.

BODY (B)

1. Complete bumper to bumper body must remain intact stock appearing. Front nose & rear bumper panels may be used.
2. Rear spoiler allowed; maximum 6" high and maximum width to match trunk lid.
3. Body sheet metal or aluminum with factory creases can be used for replacement part purposes 4" below top of front fender, door or quarter panel and below trunk lid ONLY. Hood, roof, trunk lid and upper quarters must remain stock steel.
4. Body Sheet Metal must be kept in place at all times, all exterior glass, lights and lens removed
5. Body must be complete and painted neatly with contrasting 20" numbers that are 3" thick and appear on both doors and the right side of the roof to be visible from the tower
6. Front and Rear numbers are mandatory; for track personal to aide in line up procedures. Rear bumper must be capped & have tapered ends.

7. Drivers name must appear over both doors
8. Side Rub Rails are allowed; 1" tube maximum (ends angled, capped and ground smooth), mounted with carriage bolts and cannot have anything sharp or protruding, and tight to the body, no wider than the track width of the car between the wheels only
9. Front Bumper is mandatory, rear bumper is optional
10. Maximum 6" high Lexan spoiler permitted, not to exceed trunk lid.
11. Doors must be welded or bolted
12. Front Hood and Rear Lids must have factory latches and hinges removed and held in place with hood pins
13. Front Hood cannot be modified and can have no holes to allow for air, carburetor or manifold modifications; rear of hood can be wedged to create a small opening to aide cooling
14. Roof Height minimum of 53 1/2" from the ground
15. Trunk area sheet metal, rocker panels, rear passenger floor panels, front radiator saddle may be removed
16. All Glass must be removed, except the windshield Lexan is optional (Lexan must have minimum of 3 support bars)
17. Windshield Posts angles must remain stock and in the stock position
18. Driver Window must have a minimum unrestricted opening of 12"x24"
19. Battery must be relocated into the rear of the cab or the trunk area and securely mounted in an 1/8" steel box
20. Wrecker attachment points, front and rear are mandatory. This must be affixed to the car in a manner that it will not break when towed by track vehicles. In the event a wrecker attachment point is not present track officials will remove the vehicle from the track in any manner they choose to withhold the integrity of the race program.

CAR ELIGIBILITY (C)

1. Any Car American made 1950 or newer. No Camaros, Firebirds, Novas, station wagons or Convertibles

2. Cars must remain strictly stock except where specifically stated in these rules

CHASSIS (D)

1. Frame Height 6" minimum with driver in car in full race trim post-race (any contact at 6" is a disqualification)
 2. Ground Clearance minimum is 6" (skirting, valances or weight) or when stated otherwise
 3. All Suspension Parts must be stock for the make and model mounted in their stock location with a stock configuration. Tubular upper control arms permitted. Stock steel bodied shocks, crimped or welded, no adjustment internal or external.
 4. Brakes must be stock for that make and model and four wheel functional, no adjustable proportioning valve
 5. Four Wheel Functional Brakes are mandatory; no adjustable proportioning valves
 6. Front Sway Bar must be in stock location but may use threaded rod for end links
 7. Control Arm Bushings can be replaced with steel
 8. Left Upper Control Arm may have modifications to achieve proper camber
 9. Shims of rubber or steel are allowed above or below springs. Front and rear jack bolts allowed. When front bolts are used, stock shock may be relocated to accommodate.
 10. Drive Shafts must have Front and Rear Safety Hoops and be painted White
 11. Ford 9" rear-end can be used in any car, must be welded into the stock location using the original trailing arm location of the car the rear-end is installed in (no disc brakes or offsets). No full floaters!
 12. Full-floater rear-ends allowed but will require adding 50 lbs to minimum weight.
 13. Rear-end may be locked (no true tracts or lockers)
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ENGINE AND TRANSMISSION (E)

*GM Crate engine option for 350/350 hp. P.N.88958602 including spec. carburetor. Call for details.

1. Engine must be cast iron, in the stock location and is limited to a maximum 360 cubic inches, no 400 blocks
2. Compression maximum is 180 psi, hot, with the throttle wide open, if the motor will not spin at an rpm satisfactory for this test the sparkplugs will be removed
3. Carburetor must be a Single Holley 4412 two-barrel with stock venturi, metering blocks and boosters, with a 1" adaptor plate (no spacer plates or dial-a-jet), jet size optional, horn stays on, choke plate can be removed
4. Carb exchange can happen without warning (before hot laps) Tech Officials discretion
5. Engine must be self-starting; starter must be factory original (Chevy on Chevy, Ford on Ford...)
6. Intake Manifold must be a Victor Junior Sportsman (3500-7000) part # 2901 or a factory cast iron 2 barrel or 4 barrel with adapter, with no modification (no marine or high risers)
7. Exhaust Manifolds must be factory, cast iron with no modifications (no centre dumps).
8. Headers allowed. Must be Economy #SCH185
9. Cylinder Heads must be factory, cast iron with no modifications c/w casting numbers (no angle plug or vortec) gasket matching to ¾" and stainless steel valves are allowed
10. Rocker Arms can be Full Roller along with screw in studs and guide plates
11. Camshaft must use flat solid or hydraulic lifter (no roller cams) with a stock lifter bore and the removal of the lifter must be out of the top of the lifter bore
12. Fuel Pump must be mechanical, aftermarket allowed
13. Fuel Lines must not enter the Driver Compartment
14. Distributor and Ignition must remain stock appearing, no outboard modifications, and no MSD boxes
15. Exhaust Pipe must be a maximum 2 ½" OD and must exit minimum 12" in front of the rear tire and no louder than 100db @ 100' in a way that it exits behind the Driver to the side

16. Crossover pipe is allowed, no mufflers of any kind
17. Cool Pans are allowed
18. No Anti-freeze, WATER ONLY
19. Radiator overflow can on the right side is mandatory
20. Transmissions can be manual or automatic and must remain stock (coolers allowed)
21. Automatics must use stock converters
22. Multi-disc clutches, aluminum flywheels, aluminum clutches or any aftermarket parts are not allowed, no removing any internal parts (gears)
23. Manual transmissions will have to be inspected for parts and sealed by Track Officials at the owner's convenience before Racing
24. Steel Scatter Shields are mandatory for manual transmission
25. Remote oil filter allowed.

RIMS AND TIRES (F)

1. Track spec tire American Racer EC21 to be purchased from LIR.
 2. The track may request any tire, from any driver, at any time for impound. It is mandatory that any impounded tires be put back on the car or replaced with a new tire purchased at the track.
 3. Rims must be Steel Race Type, double plate safety approved with an 8" maximum width
 4. Lug Nuts must be 1"
 5. Soaking, softening or altering the tire is prohibited. Any tires suspected of being altered will result in DQ.
 6. Track width maximum 79", defined as outside of tire to outside of tire.
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SAFETY (G)

1. Fire retardant Drivers Suit is mandatory, gloves and shoes are strongly recommended
2. Fire Extinguisher is mandatory, 3lbs minimum, ABC type, mounted securely with a quick release bracket within the easy reaches of the Driver and the Track Officials
3. Helmet is mandatory and must be at least Snell 2005 and must be in good repair
4. Driver Window Net is mandatory and must be approved and is fastened securely before entering the Race Track
5. Roll Cage must be steel and a minimum 4-point: 6-point recommended (no slant cages) welded directly to the frame
6. Roll Cage must be constructed of minimum 1.5" OD with minimum .125 sidewall steel pipe and minimum 1.750" OD with minimum .095 sidewall steel tube
7. Fabrication must be complete and proper with high penetration welds
8. Driver Door must have minimum of 3 side crash bars welded to the Roll Cage
9. Door Plates must be a minimum of 10"x30"x1/8" steel plate welded to the door bars
10. Foot Plates must be a minimum of 10"x30"x1/8" steel plate welded to the frame
11. Rear Braces are allowed from top of the cage to the rear bumper, X pattern allowed
12. Front Hoop and under Front Bumper can be reinforced
13. Rear Frame Rails AFTER the suspension may be replaced with a minimum 2"x3" steel tubing
14. Middle Frame Connecters are mandatory and may use a X pattern
15. Stock Floor Pan in the front half with complete unaltered Firewall, with all holes covered
16. Rear Firewall is mandatory to separate the Driver Compartment from the trunk
17. Driver Seat must be an Approved Aluminum Race Seat mounted properly, with a 5-point harness 3" wide, 2 over the shoulder and a crotch strap (must be coded within past 5 years) mounted correctly
18. Approved fuel cell is mandatory
19. Fuel Cell must have an approved guard made of minimum 1" square tubing; lowest point minimum 8" clearance

WEIGHT (H)

1. Minimum Weight of all cars will be 3200 lbs. post-race with driver in car, in race trim
2. Left Side Weight not to exceed 55%.
3. Added Weight is permitted, must be securely fastened using a minimum ½" bolt and each piece painted white and numbered the same as the car
4. Weight behind the rear axle must be fastened no lower than the Frame Height 6"

Michigan ABC Stock Cars

Michigan ABC Stock Cars may now run in the Laird Factory Stock Division with the following provisions:

1. Tires: 970 American Racers
2. Each infraction of a LIR Factory Stock Rule will require an addition of 50 lbs of weight to the minimum of 3200 lbs. The goal of adding weight is too allow fair competition in the class, not to disable a car. Weight is added at the discretion of the officials.