

# **LARRY KING LAW'S LANGLEY SPEEDWAY**

## **2020 GRAND STOCK DIVISION RULES**

**Amendments:** Rules are subject to amendments at any time when ample notice has been given to enhance competition

### **1. COMPETING MODELS:**

- A. Any American made 1979 through 1988 two door sedan with a minimum 108 wheelbase
- B. Cars must have a full frame and maintain a minimum roof height of 51 inches. This will be measured 10 inches back from the center of the windshield. No Uni-body cars allowed

### **2. BODIES:**

- A. Any manufacture or asphalt aftermarket body permitted but must maintain the minimum 108 wheelbase. No Dirt aftermarket bodies permitted. When bodies are mounted they must resemble factory designs, appearance and measurements and secured by welding or riveting. No screws permitted
- B. Floor pan and firewall must remain stock. Crush panels must be installed to complete front and rear firewall
- C. All reinforcements may be removed.
- D. Bodies must be mounted to the centerline of the frame rails and must be the same left to right and front to rear
- E. Hood must be secured with five magnetic steel securing pins. Two in the rear and three across the front. Hood must also meet the windshield or use materials such as but not limited to (roll bar padding) to close up the opening
- F. Rear spoiler not exceeding five (5) inches in height and not more than 54 inches in width and must be attached to and centered on the rear of the car. Spoilers must be solid 1/8 inch metal or 1/4 inch clear polycarbonate. The rear spoiler angle must be set between 50 degrees and 70 degrees. Aftermarket Spoiler braces permitted
- G. Stock front bumpers must be removed and replaced manufactured bumper bars not to exceed 1-3/4 inches roll bar tubing and then use an aftermarket front bumper cover

### **3. GLASS:**

- A. All glass must be removed and replaced with clear Lex.
- B. Rear view mirrors may not extend past the left side "A" post
- C. Window net must be installed by using no less than 1/2 inch magnetic steel round bar or 1" by 1/8" flat bar
- D. Must have 2-1" x 1/8" straps on outside of rear window. All straps must be secured with 5/16" bolts
- E. Must have 3 front windshield supports centered and equally spaced behind the windshield

**4. ROLL CAGE:**

- A. Must have complete roll cage including roof center bar.
- B. All bars within drivers reach must be padded
- C. C. Must be centered on frame. B-post must not be behind center window post from side view of car
- D. Earnhardt bar is required

**5. SEATS AND BELTS:**

- A. Only aluminum seat permitted and must be secured by using 3/8 inch bolts. Seats may not be lightened
- B. A set of quick release belt, shoulder harness, and crotch belt no less than three inches wide and less than 5 five years old
- C. Each competitor is required to wear a fire resistant uniform, gloves and accessories. Driver should wear a full face helmet with Snell numbers SA 2000 or SA 2005 standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1/2005 label
- D. Head and neck restraint designed for professional motorsports use is required

**6. FUEL AND FUEL CELL:**

- A. Racing fuel permitted. No additives allowed
- B. The fuel cell and the fuel cell container must be fastened in the trunk compartment in a recessed well of not less than 24 gage (0.025 inch thick) magnetic sheet steel welded or attached to the sub-frame rails. The fuel cell and the fuel cell container must be installed as far forward as possible in the trunk compartment equal distance between frame rails. The fuel cell container, installed in the recessed well, welded or attached to the sub-frame rails, from the top, must be secured on the top by a flat fuel cell top rack made of one (1) inch by one (1) inch by 0.065 inch minimum thick square magnetic steel tubing with a minimum of eight (8), 3/8 inch diameter bolts. The flat fuel cell top rack must consist of two (2) tubes lengthwise and two (2) crosswise equally spaced across the top of the fuel cell container. The front and rear fuel cell cross members must be constructed using a one (1) inch wide by three (3) inches in height with a minimum wall thickness of 0.065 inch magnetic steel tubing. The bottom support frame must be constructed using three (3) tubes, one (1) inch by one (1) inch with a minimum wall thickness of 0.065 inch square magnetic steel tubing and must be equally spaced across the recessed well. These tubes must be welded or bolted to the fuel cell front and rear cross members. The support tubes must extend down the front and rear equally spaced and under the fuel cell container recessed well. A reinforcement bar, minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083 inch magnetic steel tubing, must extend below the rear frame section behind the fuel cell. This reinforcement bar must be as wide as the rear frame rails and extend as low as the bottom of the fuel cell with two (2) vertical uprights evenly spaced between the frame rails and attached to the rear cross member. Two (2) support bars, one (1) located on each corner, must angle upwards and be welded to the rear frame rails
- C. A steel firewall of no less than 20 Gauge steel must be welded between the trunk and the drivers' compartment

- D. Fuel line installed in steel conduit through the driver's compartment is permitted and must be labeled

**7. FRAMES:**

- A. Car must maintain a minimum ride height of 7" inches with the driver in car. This includes the body and rocker panels
- B. Nose must maintain a clearance of 5 "
- C. Body bushings are not required
- D. Frames may be boxed and reinforced but the original frame must remain with the exception of from the centerline of the rear-end back may be replaced with .083 2"x 3" tubing
- E. Rear frame rails may be notched for tire clearance

**8. SUSPENSION:**

- A. All cars must maintain a 108 inch wheel base plus or minus ½ inch from side to side. Suspension mounting points may be altered if needed to obtain the 108 inch wheelbase
- B. May use stock replacement steel bushings. No Mono-ball type. All bushings must be the same.
- C. May use racing springs. May use adjustable spring spacers on front such as the part numbers SS-85500-A and SS-9500-SP
- D. May use Jacking bolts on rear
- E. One piece sway bar permitted. Magnetic steel Heim joints on the Tie Rod ends permitted
- F. Control Arms must remain stock
- G. Trailing arms may be reinforced with 1/8" x 2" x 2" steel in the center. No more than 2 permitted. Must remain stock in dimensions. Must be equal in length
- H. Spindles must be cast iron. No cutting and welding permitted
- I. Calipers must be stock cast iron or steel. Rotors may have racing studs
- J. May use aftermarket upper ball joints and may use screw in type lower ball joints
- K. No aftermarket or fabricated lower or upper control arm mounts allowed
- L. Maximum of 6 ½ degrees of RF camber allowed
- M. Maximum of 3 ½ degrees of LF camber allowed

**9. SHOCKS:**

- A. The only shocks permitted are: KYB: Front # 343127, Rear # 343157, MONROE: Front # 5840, Rear #5802, Gabriel Front #6900, Rear #69604. Pro Street Shocks and Adjustable: Pro SS100A front, Pro SS201A rear. SS200 and SS100 nonadjustable, AFCO 10 series steel bodied front 106-1020,1021,1022 rear 106-1030,1031,1035
- B. Pro street shocks are permitted and the only adjustable shocks permitted are: Pro SS100A front and Pro SS201A rear
- C. Do not remove factory decals or paint shocks. Part numbers must be visible

**10. STEERING:**

- A. Steering wheel must be steel with quick disconnect and have a pad in center
- B. Steering shaft must have a minimum of 1 collapsible universal joint installed between the wheel and the box

**11. REAR AXLE:**

- A. Stock production differentials with a maximum tread width of 64-1/2 inches. Any rim offset and spacing is permitted to obtain the desired tread width. Rim off set and spacing must be the same left to right. This does not include the stock factory ford full frames which will exceed the 64 1/2 inch tread width. These ford frames will be permitted but may not be shortened. No additional spacing will be allowed on these ford frames
- B. Limited-slip devices are not allowed
- C. Axle gears may be welded
- D. Heavy-duty aftermarket axle permitted on both sides. Racing studs permitted
- E. Twelve bolt GM rears are not permitted
- F. Mini spools are permitted
- G. Cambered rear ends are not permitted
- H. No pan hard bars allowed

**12. DRIVE SHAFT:**

- A. Steel standard production with a minimum diameter of 2 1/2"
- B. Drive shaft must be painted white
- C. Two "U" shape steel straps 2" wide and 1/4" thick must surround shaft and be fastened to the floor or cross member

**13. TRANSMISSION:**

- A. Only stock automatic with no modifications allowed
- B. Must have stock 12" converter for make and model car used
- C. Must have a neutral safety switch in working order
- D. Transmission cooler permitted

**14. CLUTCH ASSEMBLY:**

- A. Not allowed

**15. BELL HOUSING:**

- A. Standard production

**16. BRAKES:**

- A. Stock standard production only
- B. No aluminum, lightened, or drilled rotors or drums allowed
- C. No adjustable brake balance devices

**17. ELECTRICAL SYSTEM:**

- A. Stock production distributor. Aftermarket coil permitted. Multi-spark system not permitted
- B. A master on-off switch on battery cable must be located in center of dash and must be labeled
- C. A 12-volt automotive battery must be installed in front of left rear wheel
- D. Starter must be in working order

**18. COOLING SYSTEM:**

- A. No extra water lines to heads, block, or intake permitted
- B. Electric fans permitted
- C. Aluminum pulleys are permitted
- D. No anti-freeze or water wetter permitted

**19. LUBRICATION:**

- A. Windage tray and baffles permitted
- B. "Remote" Oil Filter adapter permitted

**20. TIRES AND WHEELS:**

- A. All competitors are required to use a track tire. These tires will be purchased at the track on the day of competition
- B. Any steel wheel not exceeding 7" in width. Rim off set and spacing must be the same left to right
- C. A maximum 1" thick wheel spacer may be used. The thickness of the wheel spacers must be the same left to right
- D. Tire Alterations for the Grand Stock division at Langley Speedway is NOT permitted. Once the season starts there will be a durometer number set. If tires are in question the top 6 drivers in driver points along with the Technical Director will inspect the tires and make a ruling or the tires will be sent out to be chemically tested. The final decision will be made by the Technical Director and possible penalty and or fine could be assessed

**21. WEIGHT:**

- A. All cars throughout the event must maintain a minimum total weight of 3100lbs and 1500lbs on the right side with the driver. All cars must maintain this weight pre and post - race inspections. No fluids may be added to obtain weight

**22. ENGINE LOCATION:**

- A. Must be in stock location. 15" crankshaft height

**23. ENGINES:**

- A. Cylinder blocks must be stock standard production except for allowed over-bore. Internal polishing not permitted
- B. Engine displacement limited to the following
- C. GM 305ci. + .040 overbore.
- D. Ford 351ci + .040 overbore.
- E. GM 350ci. + .040 overbore
- F. No factory or aftermarket high performance parts allowed unless listed below. D. Crankshaft must be stock standard production with stock stroke. Must not be lightened
- G. Stock Production flat top pistons with 4 or 2 equal valve relief's are permitted. Flat top three ring pistons are also approved. No part of piston may protrude above top of deck surface

**24. CAM SHAFT:**

- A. A hydraulic cam with a maximum lift of .410" measured at the valve and must maintain a .274" lobe lift with 1.5 rockers for General Motors and a .242" lobe lift with 1.7 rockers for Ford
- B. No vary-duration or anti-pump up lifters allowed

**25. INTAKE MANIFOLD:**

- A. Stock production passenger car two-barrel cast iron manifold for GM 350ci and Ford 351 c. Optional for the 350 ci engines. The Edelbrock- part number 2101 for Chevrolet and for Fords the Ford Performer- part number M-9424-C358. The 1" thick Mr. Gasket spacer plate part number-1933 or for the 350 ci engines a one-piece, solid, aluminum spacer. The spacer must be centered on the intake manifold and have two (2) round holes with 1-11/16 inch diameter openings. Holes must be cut perpendicular with the base of the carburetor. Taper, bevels, or any modifications will not be permitted. A one-piece, two (2) hole paper gasket, maximum 0.065 inch thickness that matches the exterior dimensions of the carburetor throttle base plate, must be installed between the carburetor and spacer. A one-piece non-metallic gasket maximum 0.065 inch thickness must be installed between the spacer and intake manifold. The gasket must not be larger than the top of the intake manifold. Interior of manifold must retain original cast finish
- B. Canadian intakes are not permitted. Vortex intake permitted on GM 305ci only

**26. EXHAUST:**

- A. Stock cast iron exhaust manifolds or headers permitted
- B. One exhaust pipe must exit the outside of the car behind the driver in front of the rear wheels and may exit on either side

- C. Exhaust pipe must not exceed 4" O.D. and no smaller than 3" O.D. Exhaust must maintain the same size the entire length. May be flattened on the end to 1-1/2" high the circumference must be the same. Exhaust must be magnetic steel

**27. CYLINDER HEADS:**

- A. No aluminum, GM angle plug, Ford SVO, or Aftermarket heads allowed. Vortec heads permitted on GM 305ci only
- B. Ports must not be machined, cut, deburred, polished, or painted. Cast finish must remain as manufactured. Casting numbers must not be altered or removed. C. Screw in rocker studs and guide plates permitted. Stock Ratio Aluminum Roller Rockers Permitted. 1.5 General Motors and 1.7 Ford
- C. Must have standard production three-angle valve seat
- D. Heads may not be angle cut and valve angle must not be changed
- E. Titanium valves are not permitted
- F. Combustion chamber volume must be no less than:
  - a. Ford Windsor 70cc
  - b. Ford Cleveland 75cc
  - c. GM 305ci 56cc
  - d. GM 350ci 70cc
- G. Maximum valve size permitted:
  - a. GM 305ci 1.84" IN. and 1.500" EX.
  - b. Ford Windsor 1.940" IN. and 1.540" EX
  - c. Ford Cleveland 2.045" IN. and 1.654" EX
  - d. GM 350ci 1.940" IN. and 1.500" EX

**28. CARBURETORS:**

- A. All GM manufactures must use a two-barrel automotive type Rochester 2V with a maximum of 111/16" throttle bore and a maximum of 1 1/4" venturi. Ford and Chrysler will be required to run a box stock Holley 350 CFM 2 barrel, part #7448C or 80787-1. Metering block and all other parts must remain stock
- B. No alterations except choke hardware may be removed and all vacuum ports must be tapped and plugged
- C. Only one gasket no more than 1/4" thick may be used between carburetor and intake
- D. No marine, off-road, or special application carburetors will be permitted. Model numbers must not be altered or removed. No polishing, grinding, or machine work allowed on any part of carburetor.
- E. If any part of the carburetor is found noncompliant, complete carburetor must be surrendered.
- F. Only Stock Passenger Car OEM Boosters Allowed. No Modifications allowed

**29. AIR CLEANER:**

- A. Top and bottom of filter housing must be metal and the same diameter as the element. Paper or K&N style filter elements with a maximum of 14" diameter and a maximum of 4" height permitted.
- B. Only (1) one-piece bottom permitted

Word did not find any entries for your table of contents.**30. FIRE CONTROL:**

- A. An approved and fully charged fire extinguisher must be securely mounted within easy reach of driver
- B. Bottle must be mounted where an official may see the gauge easily

**31. IDENTIFICATION:**

- A. Your number must be registered and approved by the tracks front office
- B. Numbers at least 22" high must be on both sides and roof
- C. Silver and Gold foil reflective numbers are not allowed. Shadow only

**32. POST RACE INSPECTION:**

- A. Cars found noncompliant will be penalized and may result in forfeiting finishing positions, points, and payout for that event
- B. Noncompliant parts must be surrendered to the track official and will be held for a period of 30 days and then returned to the respected team. Parts not surrendered may result in a penalty for finishing positions, points, and payout for that event