

# **SEEKONK SPEEDWAY PURE STOCKS 2019**

## **EVENT GUIDELINES & REGULATIONS & RULES**

(12/21/2018)

### **CLASS INTENT**

The Pure Stock Division was formed to give amateur drivers a fun, low cost way to get involved in auto racing. This form of motor sports competition is intended to require minimal expense and technical expertise.

The rules for the Pure Stocks are intended to make the process of preparing a car as simple as possible with modifications being kept to a minimum not changing the stock appearance and running gear. The speedway has designed these guidelines and regulations with specific intentions. Any interpretations of the guidelines and regulations are solely the decision of the speedway management and not the interpretation of competing teams and drivers. Come and enjoy the sport of racing.

### **DRIVER ELIGIBILITY**

- Division is intended for drivers with little to no racing experience in similar or higher end race cars. Drivers that have finished top ten in points of a higher division or may have more racing experience then intended for this division will not be eligible to compete. Drivers may submit appeals to the Competition Director for review.
- Minimum age is 15 years old with all proper paper work filed with the Speedway.
- Drivers may only compete in one Friday division but may compete in a higher division for a maximum of 3 races.

### **EVENTS**

- The Pure Stock division is scheduled to run on selective dates (See Fast Friday schedule)
- The division will have on track practices prior to each event.
- The division will qualify by best lap times on final practice and use a handicap system for lineups.
- The Pure Stock division is strictly a trophy class. Championship points will be distributed and the top five in driver points at the end of the season will receive trophies at the Annual awards banquet.
- Drivers are required to have scanners to allow track officials to maintain communication with them and alert of track situations. Two-way radios are not permitted. Track frequency 464.500

### **HANDICAP SYSTEM**

- Handicap system outlined in 2019 General rules. Feature winners may not start any closer then 5th row for feature line up.
- In an effort to promote even competition, tech officials will impose weight add-ons to cars that win two (2) feature races. Weight will be added even if a car doesn't pass tech.
- After 2nd win add 50 lbs. Each win after 25 lbs. Weight will be placed per direction of Track Tech official. Maximum weight added 100 lbs.

### **SAFETY EQUIPMENT**

- All drivers must wear a fire retardant (SFI) racing suit that is in good condition.
- Fire retardant (SFI) racing gloves are required and must be worn at all times on track.
- Full face Helmets (SA) Snell 2010 or better required in good condition with eye protection.
- Seat belts: 5 point 3-inch racing belt harness in good clean condition is mandatory; No older than 2015. Y-Type shoulder harness NOT permitted. Must be mounted per manufactures guidelines. Head and neck restraint systems are highly recommended.
- Aluminum racing seats are mandatory and must be mounted per manufactures guidelines.
- Drivers window net SFI rated must be used and securely fastened into the window area. Bottom must be hinged to roll cage. Top must use quick releasing fastener.

## LETTERING & NUMBERS

- All race cars must have clean and neat appearing numbers, minimum of 18" high and 3" wide. Numbers visible to track scorers and placed on each side of car & roof and right corner of windshield.
- All numbers are assigned through the speedway office. Only 2 digit numbers permitted.

## RESTRICTION FROM COMPETITION

- Any driver and/or vehicle that doesn't meet the requirements of these general rules, the specifications laid out in the divisional rules, or eligibility requirements will not be allowed onto the track until all requirements are met and approved by speedway management.
- Teams should make certain that they have met all requirements prior to arriving at the track for inspection.

## PURE STOCK RULES

The term "stock" or "OEM" includes ALL after-market products and applies to ALL components. Stock components must conform to original equipment manufacturers specifications and cars make, model and year. No alterations from stock components unless provided specifically for in the rules. This is rule #1 and over see's all written rules, so if no changes are listed it reverts back to rule #1.

1. Cars can be 1975 to 1992 V8 American made street hardtops Rear Wheel Drive Only. No T-tops. No old street stock race cars please. **No X-bracing of underside of chassis**. No weight may be added to car. Cars may be scaled checking percentages.

### **Any unauthorized weight found, car & driver will receive 3-race suspension.**

Non-eligible vehicles: Trucks, convertibles, Mustangs, Mid/Rear engine and two seated sports cars. Bodies - Body must remain stock to make & model and year using stock panels, replacement panels from OEM or direct replacement aftermarket **can be placed over original panels** to keep a clean appearance. **Original panels must remain in full under all overlays**, this is only for doors and quarters. Doors must be bolted or welded shut. All exterior moldings must be removed. No chopping, sectioning, or channeling allowed that changes the bodies stock dimensions. Front inner fender wells may be removed this does not include inner structures of fenders. No body parts may be gutted or skinned except both front doors. The hood, trunk and doors must keep stock hinges in place and be functional; door inner latches & locks may be removed. Locking pins must be used to secure hood & trunk shut. Body mounts must remain or can be replaced with same height spacers keeping body off chassis (No welding). Trunk floor may be removed under fuel cell ONLY. **\*Front valance may be sectioned to except fabricated radiator supports but must still be used to support fenders and body.** All cars MUST have factory stock bumpers mounted in stock location other makes and models may be used, all bumpers if ends have been cut must be capped even if not exposed (1/4 inch material). Chains must connect bumpers to chassis at each end. After-market plastic noise pieces are allowed matching body, make, model and year (No Dominator covers). Tow chains must be attached to the center of the bumpers using min. 3/8" chain.

2. All glass and upholstery must be removed - including rugs and headliners. Full windshield must be replaced with 1/8" polycarbonate using two center straps inside from roof to dash. **No rear windows.** Cars must be clean inside and free of debris. Dashboard may be removed, but must be replaced with FULL fabricated dash board using steel or aluminum that is horizontal to vertical in front of driver. Gauges & switches may be changed. The only area allowed gutted is both front doors. Steering column may be replaced using at least one swivel union to box, quick disconnect steering wheel allowed. Mirror rule: Only one (1) mirror permitted on left side and may not extend outside of body. Maximum size is 4" (inch) diameter. Mirror must be close to door ledge.

3. Battery – May be relocated in engine compartment, fabrication can be made in firewall (heater core area) battery may not be set back further than width of battery. Battery must be located to the side of the engine and not travel past the exhaust manifold when viewed from the front of the car. Keep cables away from sharp edges. Battery quick disconnect (shut off) is recommended within driver's reach.

4. Gas Tanks (stock) must be removed. Original tanks CANNOT be used. An approved fuel cell (22 gals Maximum) is mandatory. Fuel cells 17 gals or more must be encased in an approved steel container of 22-gauge steel. Fuel cell must be mounted in the trunk as far forward as possible and centered. Steel tubing must be placed between the frame rails with the minimum of two (2) steel straps (1/8" x 1") used to secure the fuel cell to the tubing NOT the floor. If trunk floor is still in place (2) 1-inch holes must be placed in floor under fuel cell. Fuel cell bottom must be above top of rear chassis. Steel tubing may be placed around fuel cell in trunk as protection; tubing may not extend past firewall or below chassis. Vent line must have check valve and exit left rear tail light area. Mandatory inline safety valve must be used OBERG SV-0828 or SFI #FPF.FSV connection at top of fuel cell. A (steel) sheet metal wall separating trunk and driver's compartment is mandatory this is placed between rear wheels. Fuel lines must travel under the car ONLY.

5. Rollover bars are Mandatory. Tubing must be seamless or electric welded seam round tubing for roll cage construction. DOM highly recommended. Minimum dimensions 1-3/4" x .095" thickness. A main hoop bar must be installed behind driver that extends upward to the roof and out to both doors and back down to the frame. Min. of one horizontal cross bar must be used inside the main hoop at shoulder height. Tubing must extend forward from top corners of main hoop across top of door down to floor on both sides. One horizontal bar must attach these two bars above windshield and again in front of driver. Min. of (3) horizontal bars required at driver's door and (2) at passenger's door. Two bars must be installed from the main hoop down to the rear frame just before the rise of the frame. Uni-body cars must use plate's 1/8 inch thickness to weld roll cage too. ALL bars within driver's contact must be padded. **Additional bars may be added that connect off the roll cage to other areas of the cage within the driver's compartment, not to the chassis.** Bars may be added that go past the front firewall that protects the driver's feet and support cage uprights these bars may not extend past the back of the front tires, allowed on both sides. No other bars may extend past firewall. No support bracing allowed outside the car. No external rub rails. Support bars for front valance panel (around radiator) may be installed using tubing Max. 1 3/4 inch - bars may not extend back past front suspension. One bar may be placed across front of radiator connecting to valance support structure for protection to radiator. Original front valance panel is not to be removed or replaced by this structure.  
**Cages must be approved by track technical inspector.**

**6. \*Engines** must remain stock to manufacturer and have legible cast numbers from 1970 and up. ALL cast numbers must be from production models sold in the US that can be identified by catalog listings, direct replacement castings that match stock specifications may be used. No marine engine parts. All rebuilding must retain stock specifications with original or equivalent parts. GM engines may be used in Pontiac and Oldsmobile cars.

Engine size per manufacturer: GM 305/350 - Ford 302/351 - Chrysler 318/360. Max -.30 Overbore. Each engine's specification will be referenced off the performance model in production in relation to the family of car used. Bolt in solid motor mounts permitted keeping to stock engine location, including height. Alternator & P/S pump must be stock setups, aftermarket steel pulleys permitted. AC & emission pumps may be removed. Stock 8 inch min. harmonic balancer. **After-market starters permitted, No reduction types.** Stock appearing oil pan with 1-inch inspection plug that gives clear view of crank and rods.

**7. \*Cylinder Heads:** Must be stock cast Iron with Max-valve sizes; 1.94 in/1.50 ex  
No GM-Vortex, Dodge- Magnum or Ford-SVO cylinder heads. After-market cylinder heads listed:  
Minimum 76cc chambers, Max-valve size 1.94 in/1.50 ex.

Approved MFG: Dart S/S, GM# 93438648, Engine Quest# CH350I, RHS# 12400.

All engines, maximum compression 9.5 to 1. (9.7 will be considered illegal) rocker arms and springs must meet stock specifications; **Poly locks permitted**. After-market steel or cast aluminum valve covers with breathers permitted.

8. Camshaft rule; Hydraulic only. Camshaft gross valve lift divided by stock rocker arm ratio. Maximum GM .410 / Ford & Chrysler .465

9. Carburetors & Intakes: Only stock Cast Iron 2 bbl intakes permitted, No high rise or marine types. No modifications. Carburetors must remain stock 2 bbl, NO modifications except choke removal.

Eligible 2 bbl carburetors per manufacturer: No throttle cables. Linkage only, dual springs mandatory. GM - Rochester: Ford - Motorcraft: Chrysler - Carter. No spacer plates. After-market air cleaners made from steel or aluminum are permitted. Air filters; Maximum height 3- inches. No air flow devices permitted inside or outside air cleaner. Fuel pump must remain stock diaphragm type in cast one piece form. Mandatory fuel line safety valve OBERG SV-0828 must be used. If electric fuel pump is used it must have safety shut off wired to oil pressure; so when motor shuts off fuel pump shuts off and there must be a master power shut off switch near driver at center of dash clearly marked on/off.

Fuel: The only approved fuels are unleaded automotive pump 87, 89 or 93 octane fuels sold from a retail outlet containing a minimum of 7% to a maximum of 10% ethanol.

Fuel must remain as sold from retail outlet, No mixing of any fuels or additives permitted.

10. Ignition systems must remain stock. Distributor must have OEM part numbers, No aftermarket billet aluminum housings. Modules must remain stock appearing open to manufacture.

11. Transmissions/Clutches/Flywheels must remain stock for make, model and year of car. No modifications permitted. Automatics permitted; GM - TH350 / Ford - C4 & C6 / Chrysler - TF727 & TF904. Minimum torque converter 11 inches, must be a working converter stall speed is open, cannot be locked at any time. Standard transmission cars must have stock pedals & linkage that match model and year (no hydraulics). Only 3 speeds permitted with 2nd gear 1.50 ratio. No lighting of any parts, all gears must be working. Shifters may only be one lever type. Manual transmission MUST use an after-market full enclosed steel blow shield. **Minimum weight; Flywheel - Clutch assembly - Total = 46 lbs.**

12. Rear ends, stock for make model and year. No independent. No Posi-traction, limited slip, Lockers or shimmying or welding permitted. Differential MUST remain open with one wheel **freewheeling**. Drive shaft must be stock and **painted white**. 2 - Steel driveshaft hoops required minimum 2 inch x 1/4 inch located no more than 12-inch from U-joints. Gear rule: Gear ratio 3.08 only ALL cars.

13. Exhaust manifolds must be cast iron with no modifications and match make and model of car. Exhaust maximum size 2-1/4 to 2-3/8 inches if flex pipe is used as a connector must not exceed 18-inches. Exhaust must extend past driver no further than rear end and dump towards ground. No cross over pipes. (2) Mufflers must be used keeping inlet/outlet size at 2-1/4 or under.

14. Radiator may be changed with other makes. Electric fans permitted. Only water may be used as coolant. An over flow tank must be used located under hood.

**15. \*Suspension** must remain stock to make, model and year. Front camber/caster can be changed using stock factory adjustments. No modifications permitted except noted changes; upper A-frame mounting bolts and cross shaft may be changed. Moog replacement shaft permitted. Standard stock type ball joints must be used, No low friction, extended lengths or monoball allowed. **Option: Direct bolt on steel non-adjustable upper A-frames permitted with steel cross shaft using bolt in ball joint only, length +/- 1/2 inch. All upper A-frames must fit to unaltered stock mounts using original bolt locations. Aluminum spacers permitted between A-frame and mounting flange.**

Strut cars may change strut mounting bolts on spindle and lengthen adjustment slots at top of strut tower. **No other modifications will be permitted.** Spindle savers permitted. Rear trailing arms may be changed to these after-market brands: Speedway Motors P/N 91634055 or DCA Race Fab P/N 17811 & 17811. Coil spring adjusters allowed on front only, must not alter chassis. No suspension hold downs permitted. Chassis may not be cut around spring. Coil spring mounts on axle tube may be replaced but must remain same height and location as stock. No inserts allowed in springs. Rear coil springs must have at least one side with pig tail end. No rear sway bars. No solid, spherical (monoball) offset bushings. Polyurethane bushings permitted only if changed. Leaf spring cars must use the same number of leafs per side, with a minimum of three (3) and all must be of different lengths, no lowering plates and no mono leafs. Only stock unaltered shackles may be used. Sway bar must be stock and unaltered with Maximum diameter 1.25 inches. Sway bar connection to A-frames may be changed. All cars must have chassis keep 5 ½ inch ground clearance with driver at all times, this includes any body panels. Uni-body cars will be measured under sub frames.

16. Shocks must be stock replacements from these (3) manufactures:

KYB: GR2 - Gas-A-Just - Strut Plus

Monroe: Sensa track - Matic Plus

Gabriel: Ultra - Guardian - Ready Mount.

All 4 shocks must match. No changing or altering of shocks permitted. No bump stops.

17. Brakes must be stock to make, model and year and all (4) four wheels must be in working order. No slotted or drilled rotors also must have stock bearings. No bearing spacers. Steel branded lines permitted. Stock brake pedal, master cylinder and booster if equipped. No lightening of parts. No aftermarket proportioning valves allowed. No Aluminum brake drums.

18. Wheels must be Steel with maximum width of (7) seven inches. After-market or sport type wheels highly recommended. Right front wheel must be of this type. Offset of wheels may not be less than (3) three inches when measured, measurements taken from back of wheel from lip to back of bolt pattern, All four wheels must match in all measurements. Over size lug nuts are mandatory. Larger studs are optional. Camaro must be no-less than 4-inches with offset measurement outlined.

19. Tires: Any DOT street legal tire, 65 series or higher. Radials tires only. All four tires must be the same size. No racing recaps. Minimum tread wear rating **300** must be seen on tire from manufacture. No tire treatments of any kind allowed if found suspension from racing.

Scoring Transponder: AMB transponders are required on each car located just behind front wheel close to chassis on fire wall. Maximum of 12 inches from ground. Transponder will need a clear sight to track. Transponders must be working at all times and are required for lap times and to set positions during line ups and finishes. Transponders are available for rental at track during race events.

**12/10/2018**