

2011 Pure Stock Rules

ET MOTOPARK

Table of Contents

SECTION A: CHASSIS/BODY/ROLL BARS

SECTION B: ENGINE/TRANSMISSION/DRIVE SHAFT

SECTION C: REAR END/SUSPENSION/TIRES/WHEELS

SECTION D: COOLING/FUEL/BATTERY

SECTION E: SAFETY

SECTION F: MISCELLANEOUS/ENFORCEMENT

SECTION G: CLAIM RULE/PROCEDURE/PENALTIES

GENERAL RULES

1. Driver is totally responsible for all of the conduct of his/her car owner and all pit personnel and other affiliated people. Conduct includes, but is not limited to: language, fighting, cheating, threatening or attempting to intimidate others, or any other actions that are determined to be unsportsmanlike conduct by a Arizona Speedway official.
2. If it does not say in these rules "you can", assume you cannot. If in doubt, ask your Director or an Official. Decisions by the Arizona Speedway technical inspection team on interpretation of these rules are binding. Let's all race in the spirit of the rules.
3. The word "stock" will mean: "Unaltered and as originally produced for that year, make, and model". Factory Stock rules do not permit the use of special performance cars or parts as OEM stock.

SECTION A Chassis/Body/Roll Bars

1. All cars must be 1955 or newer, full size, or intermediate, originally produced American made Passenger cars with a minimum wheelbase of 101" in stock condition. Bodies must be complete and stock, including a complete floor pan. (GM to GM, Ford to Ford, etc.).
2. No convertibles, pickups, jeeps, imports, or commercial vehicles allowed. Conventional passenger type station wagons are allowed. No commercial type Wagons, Blazers, Broncos, Suburban's, etc. will be allowed. 3. All chrome, trim, glass, and mirrors must be removed.
4. No gutting of interior sheet metal except as follows: Door, dash and interior quarter panels maybe cut as required to install roll bars and side bars. Inner roof sheet metal can be cut away. All firewall holes must be patched using 22 ga. or better steel.

5. Hood and trunk lids may be gutted. No other chopping of bodies, except for 2" around fenders for tire clearance. Front inner fenders may be unbolted or cut out and removed but their mounting brackets cannot be cut off the fenders.

6. OEM bumpers or aftermarket approved front bumpers allowed. Front and rear bumper straps are MANDATORY. Front bumper must be strapped to the frame. Rear bumper must be strapped to the quarter panel. Minimum strap size required is 2" x 1/8" flat stock. Bumper straps must be welded and bolted with at least two 3/8" bolts. Front bumpers may have flat stock straps (2" x 1/8" maximum) or a chain running to the upper radiator support.

7. Rub rails (optional) must be mounted flush against the body with carriage bolts, between wheel well openings only, with the ends tapered, smooth and closed. Maximum material size is 1" x 1". Maximum number allowed is one per side.

8. Aftermarket stock appearing nosepieces may be used. No homemade or handmade nosepieces allowed. Nosepiece must appear stock.

9. All cars must have a four-point minimum roll cage. Cage must be minimum 1 1/2" tubing with a .095" wall thickness, minimum. 1 3/4" x .095" tubing is recommended. Three door bars left side and two door bars right side minimum. Front loops (Maximum 1 1/2" x .095" tubing) are allowed. No cross braces or X's above the dash line. Both left side upright bars and all bars in trunk must have 3/16" inspection holes drilled in them in an easily visible location to inspect tubing thickness. 2" space recommended for helmet to roll cage clearance (above head). If the roll cage is bolted to the floor pan, a 6" x 6" x 1/4" steel plate must be bolted to the top and bottom of the floor pan to weld to. Rear loops are allowed.

10. Core supports may be replaced with maximum 1 1/2" x .095" tubing.

11. Approved racing seat, lap belt, and shoulder harness belts must be mounted to the roll cage. Mounting of these items to the floor pan is not allowed.

12. All cars must have a minimum 1" x .095" center bar mounted in the windshield area. All cars must have full windscreen in windshield area.

13. Roll cage must be positioned so the driver's seat remains in the stock location.

14. Cars that lose front bumper, hoods or driver door during a race may be black flagged from that race at the discretion of the track officials. Cars must have parts securely attached, prior to competing in the next scheduled event.

SECTION B.....Engine/Transmission/Drive Shaft

1. Engine must be in stock location. Solid mounts are allowed. Engine must be cast iron only. No pop up or dome pistons, no roller cams, lifters or rocker arms allowed. Racing oil pans are ok.

2. Ignition system must remain stock. (No MSD or other type non- OEM). Parts can be replaced

by heavy-duty OEM style and configuration.

3. Factory produced cast iron unaltered heads only. No port or polish work allowed. No port matching of heads to intake or exhaust manifolds. Valve size is optional and can be changed, provided that no machine work is done beyond 1/2" above the valve seat. Studs may be pinned or changed with screw in type. No aftermarket heads, GM Performance or marine heads or intake allowed. No grinding on intake or exhaust manifolds allowed. Guide plates and or stud girdles are optional.
4. Aluminum intake manifolds are allowed, but must be OEM standard production only. No special performance or special production manifolds allowed. Example: 1969 Z28 square flange aluminum intakes are not allowed. Exception: GM replacement part # 10185063 will be allowed. Drilling the intake manifold for water ports to be used with an external water bypass is allowed. Do not drill the heads or the block.
5. Aluminum aftermarket water pumps and radiators are optional.
6. No headers allowed. Stock cast iron exhaust manifolds only.
7. Engine mounted factory type fuel pumps in stock location only. No electric or belt driven fuel pumps allowed.
8. No mushroom lifters, superchargers, turbo chargers, fuel injection of any design, nitrous oxide, pressurized fuel systems, magnetos, computers of any kind, or alcohol allowed.
9. Carburetor must be a stock production passenger car or light truck unit of the same brand that came standard on the make of the engine being used. Carburetors must have factory OEM numbers stamped on them and cannot have any visible machine work done. No special high performance, limited production, or aftermarket carburetors are allowed. No adapter plates or aftermarket spacer plates may be used.
10. Transmission must remain in stock location, and on stock unaltered cross member. Solid mounts are allowed but must be stock configuration.
11. No direct drive or valve transmissions allowed. Torque converters must be of standard stock size.
12. No dog clutched, buttons, ram clutches, or ram couplers allowed. OEM clutch set up only. Scatter shield must be used on all manual transmission equipped cars. (minimum 10 1/2" clutch diameter). No aftermarket clutches. Hydraulic throw out bearings are allowed.
13. Drive shaft must be painted white and have a 360 degrees loop around it, approximately 3" behind the front universal joint. Minimum loop material is 1" x 1/8" thick steel. Random inspections will be done, so keep it painted.
14. No aluminum drive shafts or flywheels allowed.

SECTION C.....Rear End/Suspension/Tires/Wheels

1. Rear end must remain stock, on stock unaltered mounts, in stock location, for year make & model. Wheel base must be equal on both sides (3/8" tolerance). Passenger car or light truck rear end can be used in any car and must be mounted on the stock chassis mounts, in stock location for the make and model of car. No quick change or floaters allowed. Stock style steel springs (coil for coil, leaf for leaf) and must be in stock location. Upper and lower trailing arms must be stock and stock length, unaltered and in the stock mounting location for chassis being used. Shock and spring mounts must be in stock location. Ford 9" rear ends will be allowed. All non-stock rear ends must be +/- 1" of stock rear end width, I.e. if the stock rear end measures out at 58" the non stock maybe 57" to 59". There will be no exceptions to this. Disc Brakes will be allowed. Rear end must be locked or welded. No gold tracs, ratchet or locker rear ends allowed.
2. No lowering blocks, weight jacks, chains, metal or rubber spring spacers allowed. No factory rubber bushing around spring allowed. Heat and re-arching of springs is allowed.
3. Suspension must remain stock, unaltered with OEM equivalent parts. No reinforcing of any suspension parts, except Chrysler product or 1965 or newer full size Ford lower A-frames. Reinforcement of these parts is allowed, but must remain exact stock dimensions.
4. Added weight is not legal in this division. 5 gallon max water bottles can be placed inside roofline on floor. Items not allowed are: use of tubing larger or thicker than tubing in main roll cage, having more than one standard type automotive battery, fuel cells or their containers made of over 1/8" thick steel, fuel cells that hold over 16 gallons of fuel (16 gallons as advertised), lead or added heavy materials, reinforcement, or construction using heavier materials than needed, or anything that can be considered excessive in weight, as judged by Arizona Speedway technical inspection team. If your car has anything like this, be sure to show it to a Arizona Speedway technical official before racing and get a written decision on it. EXCEPTION: Ballast weight will be allowed on cars that are 100% USA factory Stock legal, including but not limited to tire size and a 2 barrel intake and carburetor.
5. Four wheel brakes in working order are required. No line blocking allowed. If your car has a brake shut off valve you will be deemed illegal even if it's completely enclosed and away from drivers reach. Vented rotors only. Rear rotors maybe aftermarket, .810 new thickness . No floated brakes.
6. Steering components (box, pitman arm, idler arm, drag link, tie rods and ends, and couplers) must be OEM. No modifying or reinforcing allowed. No quick steering of any kind. Steering column may be replaced with a shaft that is stock length. Quick disconnect steering wheel couplers are allowed. Brake pedal must be in stock location. Brake booster may be removed.
7. Both right side wheels must be plated or heavy duty steel or aluminum. No stock steel including rally wheels or honeycomb aluminum factory wheels allowed on the right side.
8. Maximum wheel width is 8". Maximum tire size is 275/60/15. Use of mud plugs made of rubber, foam or plastic is allowed.

9. Wheel studs may be changed to a larger diameter size in the interest of safety. 1" OD lug nuts are mandatory. Broken, stripped, or missing wheel studs or lug nuts must be replaced, or car will not be allowed to race.

10. Pit crews leaving lug nuts off when a tire is changed will result in car being put to the end of the lineup, fined or disqualified.

11. Tires must be street tires as manufactured for use on passenger cars. All factory names and numbers must remain on tires. No tire grooving. No racing, light truck, mud, snow, off road, or recap tires allowed. All tires must have a tread wear rating of 240 or more to be legal. Any time a car is found at the track with an illegal tire on it, that car will be fined and or disqualified from racing for the entire night.

*Hoosier G60 is allowed with no tire grooving. No American Racer, Hoosier 500 or any other race tire will be allowed.

SECTION D.....Cooling/Fuel/Battery

1. Radiator must be mounted in stock location and must appear stock. Factory core support may be changed.

2. Fuel and oil lines in the driver's compartment must be encased in tubing from front firewall with no breaks in the tubing. Steel braid line is accepted.

3. Transmission cooler may be mounted in the driver's compartment but must be mounted in a safe manner and cannot be mounted where vision through the car is blocked. Aftermarket transmission coolers are allowed.

4. Racing fuel cells are Mandatory with Max 16 gallons and must be securely mounted in the trunk area. No aluminum tanks. Two steel straps front to rear and one side to side are required. . Ground strap on filler neck to chassis is required. Minimum strap size is 1" x 1/8" steel flat stock. $L \times W \times H$ divided by 231 = gallon capacity.

5. Trunk floor area cannot be gutted and floor must have two 2" holes for fire extinguisher access.

6. Fuel cell area must be completely sealed off from the driver's compartment with min 22 ga STEEL sheet metal. No filler necks protruding through rear fire wall or trunk lid.

7. Gasoline only. No additives allowed. Racing gasoline and AV gas is allowed.

8. Battery must be mounted securely inside a container. Mounting inside the driver's compartment is optional. Plastic boat type battery boxes are not recommended.

SECTION E.....Safety

1. No grace races on safety related violations.
2. Racing approved 5 Point harnesses are mandatory. Shoulder harness must be mounted below driver's shoulders and securely attached to roll cage. Seat belts must be attached to roll cage. Seat belts must be recertified after 5 years of age. Subject to inspection at any time.
3. Seat must be securely mounted to the roll cage. Seat must be replaced with aftermarket aluminum racing seat. Headrest or roll cage padding must be installed where seat back is not high enough to protect the driver's head.
4. All drivers must wear full safety equipment every time they go out on the track. Helmets must be worn anytime you operate the vehicle. Safety equipment consists of SFI approved fire suit, SFI approved gloves, and Snell approved with a rating of SA 2000 or better, full-face helmet with full chin protectors and flip-up shield for fire protection. M type helmets are not allowed.
5. No open face helmets and no goggles are allowed.
6. A working 2 ½ lb ABC type fire extinguisher is required in every pit. A fire extinguisher or onboard fire out system is recommended in every car. This rule will be enforced all season.

SECTION F....Miscellaneous/Enforcement

1. Legible numbers are required on both doors of the car and on the roof (facing right). These numbers must be a minimum of 20" tall x 3" wide and must be dark numbers on light cars or light numbers on dark cars. Numbers at least 5" tall are required on the front and rear of the car. Failure to field a car at least one time every 60 days could cause you to lose your car number. Be sure you are going to field a car before you buy a car number. Previous year's champion exempt.
2. Three digit numbers, numbers with letters, or letters only is not recommended.
3. Anyone not having the required decals in the proper place will be fined the amount of points and money earned that night.
4. These rules are meant to keep all cars stock. Anytime a car is found in violation of any of these rules during or after a race, it may be fined and or disqualified for the night, or worse. If you feel the need to ask if something is legal, ask. Don't assume.
5. No two-way in-car radios allowed. No radios allowed in the pits.
6. Only self-starting cars may race.
7. Let's race in the spirit of the rules.
8. If a Car is found Illegal:
 - 1st time: \$100 fine and or no points for the race.
 - 2ndtime: \$300 fine and or no points for remainder of the season.

3rd time: Driver suspended for the year and forfeits all points and point fund money.

SECTION G.....Engine protest/ penalties

Protest:

All cars are eligible for an engine protest. To protest, you must follow the guidelines and submit your protest to the pit board within 5 minutes after the feature results are posted. Fee: \$150.00 in cash must be submitted with a written protest. Car number nature of protest and your signature must be included in the submittal. Cars Subject To Protest: Any car that has taken a green flag in the main event that night. What Can Be Protested: Anything on a car that could be in violation of given rules. Who May Protest: Any driver that starts the main event and is in good standing at Arizona Speedway. Tear Downs: Any tear down must be done within a reasonable amount of time as determined by an official. Where: In the tech area or designated area by officials. Which Parts: Any parts required to prove rule compliance to satisfaction of an official.

Remedies-Decisions:

If Legal: Protested driver will receive \$100.00 of protested money. \$50.00 will go to the track.

If Illegal: Protestor will receive \$100.00 refund. \$50.00 will go to the track.

Protested illegal car will be fully disqualified from all events for that day of racing, this includes all money, awards and positions (see section F paragraph 8).

In Addition: Failure of either party to cooperate with the officials and or rules may result in protest being denied or upheld on technical violations. Decisions made by officials are final. There will be no appeal of compliance once a decision has been rendered.

Misc. Penalties:

In handling a protest, an official will use these procedures as a guideline, but is not limited to only the penalties contained herein. Further penalties or fines may be levied as deemed necessary.

Driver of the car is totally responsible for all actions of his car owner and all pit crew, including but not limited to: abusive language, fighting, cheating, threatening, or attempting to intimidate others, or any other actions determined by an official to be unsportsmanlike in conduct. Any of the above will result in disqualification. If any fighting occurs, track officials at their discretion may levy fines and/or suspensions. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptance requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OR OF COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The Race Director shall be empowered to permit minor deviation from any of the specifications herein or impose further restrictions that in his/her opinion do not alter minimum acceptance requirements. **NO EXPRESSED OR IMPLIED**

WARRANTY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials.