



SEEKONK SPEEDWAY PURE STOCKS 2022
EVENT GUIDELINES & REGULATIONS & RULES
Official Rules 1/12/2022 R1

CLASS INTENT

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

The rules for the Pure Stocks are also intended to make the process of preparing a car as simple as possible with cost affective racing parts and minimal changes using stock running gear and keeping to stock appearance.

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. If in doubt of a rule, ask the tech official. Come and enjoy the sport of racing.

DRIVER ELIGIBILITY

- Division is intended for drivers with little to no racing experience. Drivers finishing top ten in points in any higher division past and presence may not register.
- Drivers that have more racing experience than intended for this division may not be eligible to compete. Drivers may submit appeals to the Competition Director for review.
- Minimum age is 14 years old with all proper paperwork filed with the Speedway. Minors release forms required signed by both parents.
- Drivers may only compete in one Friday division but may compete in a higher division 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 top 10 drivers at the end of the season will receive trophies at the annual awards banquet.
- Drivers are required to have scanners allowing track officials communication with them to alert of track situations. Two-way radios are not permitted. Track frequency 464.500

HANDICAP SYSTEM

- Handicap system will be announced at start of season.
- In an effort to promote even competition, Tech Officials will impose weight add-ons that will start with cars that win two (2) feature races.
- After 2nd win add 50 lbs. Each win after (2) add 25 lbs. Weight will be added on to minimum total weight. 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 and shoes are required and must be always worn on track.
- Full face Helmets SNELL SA2010 or higher required in good condition with eye protection.

- Seat belts: 5-point harness 3" belt minimum. If Hans device is used 2" shoulder belts may be used if required. All belts must be in good clean condition and NO older than 2017. Y-Type shoulder harness NOT permitted. All belts 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.
- Driver's window net SFI rated must be securely fastened. Bottom must be hinged to roll cage. Top must use quick releasing fastener.

LETTERING & NUMBERS

- All race cars must have clear appearing numbers, minimum of 18" high and 3" wide placed on each side of car & roof. Minimum 3" numbers in right corner of windshield.
- All numbers are assigned though 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 that the cars make, model and year was using. 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 to rule #1.

1. 1975 to 1992 V8 American made street hardtops with minimum wheelbase of 101", Rear Wheel Drive Only. No T-top roofs. **No X-bracing or boxing underside of chassis.**

***Full chassis cars may add a plate (one per side), boxing chassis (No wider than 8") to support chassis when jacking vehicle up.**

Non-eligible: trucks, convertibles, Mustangs, sub compacts, 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 replaced with fabricated structure to support radiator, fenders & nose piece.

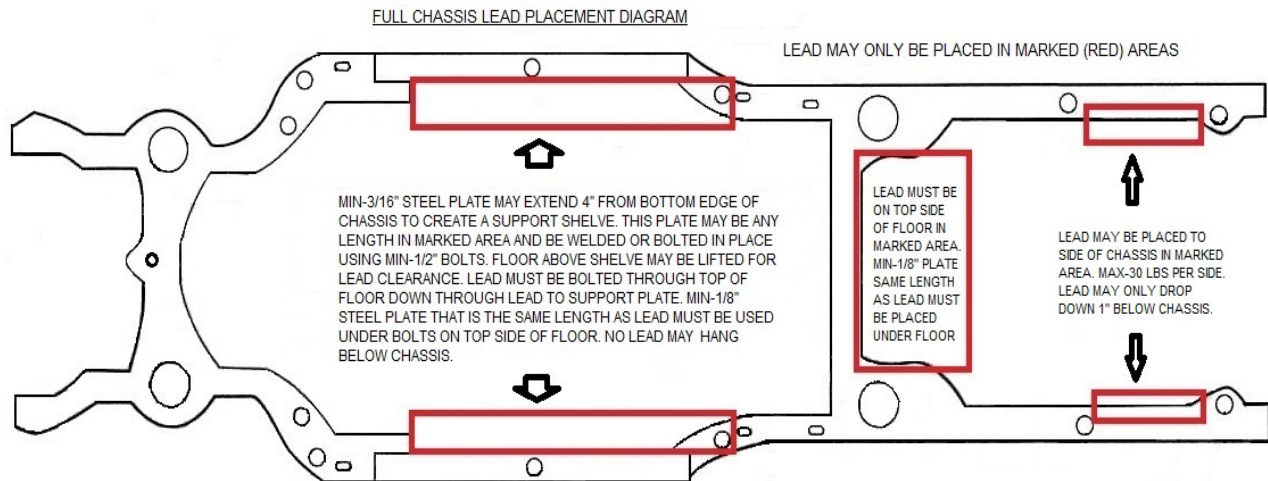
***Weight Rule: All cars will be weighed POST race with driver, race ready, hands-on steering wheel at track scales. Min-weight 3250 lbs. Max-left side percentage 53%.**

All weight (lead only) must be in solid block form no less than 5 lbs, using a minimum of two (2) bolts per block, no more than 8" spread between bolt placements. Minimum bolt size 7/16" shaft diameter using flat washers and nylon lock nuts. All weight must be painted white with car number on it.

Placement to GM metric chassis: See full chassis lead placement diagram.

Uni-body chassis: Weight may only be placed along the inside edge of the rocker panels on each side. Lead must be bolted directly to the floor using a minimum 3/16" steel plate above the floor, that is the same in length of block of lead. No other lead placement permitted for uni-body chassis.

Any dislodged weight cannot be added back after race. Fines will be imposed for lost weight on track.



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 if exposed. After-market plastic noise pieces are allowed that match body, make, model and year (No Dominator covers). If FRONT bumper covers are used and the bumper structure is not exposed, bumper may be fabricated as replacement. Mandatory - fabricated bumper ends must be bent no less the 90 degrees back to tire at 9" minimum (measurement is with straight portion of tubing). Tow chains must be attached to the center of front & rear bumpers using minimum 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 dashboard 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 still retaining door hinges in place. Steering column may be replaced using at least one (1) swivel union to box, quick disconnect steering wheel allowed. Must have padded center.

Mirror rule: Only one (1) mirror permitted on left side and may not extend outside of body. Maximum size is 4" 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 then 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) switch is MANDATORY. Switch must be located to the right of the driver near center of car, within drivers reach and track safety team. Switch must be clearly marked ON/OFF.**

4. Gas Tanks (stock) must be removed. Original tanks CANNOT be used. An approved made for racing 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 and centered between frame. 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 two (2) 2" 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 outside of car.** Mandatory inline safety valve must be used OBERG SV-0828 or SRI Performance FPF-FSV, connection must be near top of fuel cell. A (steel) sheet metal wall separating trunk and drivers' compartment is mandatory, this is placed between rear wheels (where back seat was). 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 $\frac{3}{4}$ " 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. Minimum of one (1) 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 (1) horizontal bar must attach these two bars above windshield and again in front of driver. Minimum of three (3) horizontal bars required at driver's door and two (2) at passenger's door. Two (2) bars must be installed from the main hoop down to the rear frame just before the rise of the frame not going past rear fire wall. Roll cage may connect directly to chassis. Uni-body cars may use steel plates or extend 2"x 3" box tubing off front subframe for "A" post mounts. No connections can be made under floor from front to rear subframes.

ALL bars within drivers contact must be padded. Additional bars may be added to the roll cage within the driver's compartment.

***Bars may be added that go past the front firewall that support the roll cage, these bars may not extend past the back of the front tires.** 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 maximum 1 $\frac{3}{4}$ ", bars may not extend back past front suspension. One (1) bar may be placed across front of radiator connecting to valance or support structure for radiator. Original front valance panel maybe removed and replaced with fabricated support structure. All roll cages must be approved by track technical inspector.

6. Engines must remain stock to manufacture 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. Maximum .030" overbore.

Each engines 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" minimum harmonic balancer. After-market starters permitted, No reduction types. Oil pans must be Stock appearing with 1" inspection plug that gives clear view of crank and rods

7. Cylinder Heads: Must be stock cast iron with maximum valve sizes; 1.94" in/1.50" ex.

No GM Vortec, Dodge Magnum or Ford SVO cylinder heads. After-market cylinder heads listed: Minimum 74cc chambers, Maximum valve size 1.94" in/1.50" ex.

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

No port matching or flow work, intake and exhaust ports must be in their original "as cast" configuration.

Multi-angle valve grinding permitted. When cutting the valve seat angles, no stone or grinding marks are permitted above the bottom of the valve guide. No hand grinding or polishing permitted.

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 and jet changes. Carb will bolt directly to intake.

Eligible 2 bbl carburetors per manufacturer: GM - Rochester, Ford - Motorcraft, Chrysler - Carter. No throttle cables. Linkage only, dual springs mandatory. No spacer plates. After-market air cleaners made from steel or aluminum are permitted. Air filters; maximum height 3". No air flow devices permitted inside or outside air cleaner.

Fuel pump must remain stock diaphragm type in cast one piece form. 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 using advance springs. 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", 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 aftermarket full enclosed steel blow shield. Minimum weight: Flywheel - Clutch assembly - Total = 46 lbs. ***Aftermarket steel transmission crossmember may be used that bolt in directly to the original mounting location.**

12. Rear ends, stock for make model and year. No independent. No Posi-traction, limited slip, Lockers or shimming or welding permitted. Differential MUST remain open with one wheel **freewheeling**. Drive shaft must be stock and painted white. Two (2) steel driveshaft hoops required minimum 2" x 1/4" located no more than 12" 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", if flex pipe is used as a connector must not exceed 18" in length per side. Exhaust must extend past driver no further then rear end and dump towards ground. No cross over pipes.

Two (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 overflow 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 joints only, ***length rule is open**. 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 approved. 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. Rear coil spring mounts on axle tube may be replaced but must remain same height and location as stock. Rear coil springs must have at least one side with pig tail end. No inserts maybe placed in any coil springs.

No rear sway bars. No solid, spherical (monoball) or offset bushings. Polyurethane bushings permitted. 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. Only stock unaltered shackles may be used in stock locations.

Sway bar must be stock and unaltered with maximum diameter 1.250". Sway bar connection to A-frames may be changed.

All cars must have 5½" chassis 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/Excel-G - Gas-A-Just - Strut Plus

Monroe: Sensa track - Matic Plus

Gabriel: Ultra - Guardian - Ready Mount.

No changing or altering of shocks permitted. No bump stops or any attachments to body or shafts.

17. Brakes must be stock to make, model and year and all four (4) wheels must be in working order. No slotted or drilled rotors also must have stock bearings. No bearing spacers. Steel braided lines permitted. Stock brake pedal (extension permitted), master cylinder and booster if equipped. No lightening of parts. Direct replacement parts only.

No aftermarket proportioning valves allowed. No Aluminum brake drums.

18. Wheels must be steel with maximum width of 7". 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" when measurement is taken from back of wheel. All four (4) wheels must match in all measurements. Over size lug nuts are mandatory. Larger studs are optional.

Camaro must be no-less than 4" with offset measurement outlined.

19. Tires: There is a spec tires used and must be purchased from track. There will be tire restrictions on how many can be used during the race season. Information TBA before start of season. **No tire treatments of any kind allowed, if found driver will be suspended from racing for season.**

Scoring Transponder: AMB transponders are required on each car located just behind front wheel close to chassis near fire wall. Transponder will need a clear sight to track close to 14' from ground maximum.

Transponders must be always working 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.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable 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 obtained, read, and understood a copy of the current rules, and complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR 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.

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