

SECTION 13 – 2010 KINROSS SPEEDPARK PURE STOCK DIVISION RULES

Please read the general rules in addition to these division specific rules. Some duplication and/or discrepancies may arise and if so you are asked to contact track officials for an official ruling.

Please note – any driver not meeting the specifications listed below **WILL NOT** be permitted to compete in this division. There may be a one-week grace period, or penalties assessed for some specifications not met. These decisions are at the discretion of the tech officials and/or track officials and are not up for discussion.

*** TRACK RESERVES THE RIGHT TO CONFISCATE ANY PART, OFF ANY CAR, AT ANYTIME FOR ANY REASON. IF IT'S ILLEGAL, DON'T BRING IT TO THE TRACK.**

**** JUST BECAUSE IT IS NOT WRITTEN, DOES NOT MEAN YOU CAN DO IT.**

BODY / CHASIS

- a. American made cars or ½ ton 2-wheel drive trucks 1950 or newer.
- b. No Camaros, Firebirds, Mustangs, Corvettes, station wagons or convertibles.
- c. Cars must be strictly stock appearing.
- d. Wheelbase must be stock to make and model of car, minimum wheelbase of 108-inches.
- e. 6-inch minimum frame height **at the lowest point**; frame must be accessible for height gauge through body panels.
- f. No frame alterations of any kind.
- g. All glass must be removed except windshield. Lexan windshield is recommended. Three minimum 1/8-inch steel bars 4 –inch spacing is required if Lexan is used.
- h. Headlamps, side-marker lamps, turn signal lamps, tail lamps, chrome straps, and any other exterior trim must be removed. No lights of any kind will be allowed.
- i. Complete bumper-to-bumper steel body must remain intact and stock, except the driver's door panel can be removed, dash can also be removed and trunk may be cut out.
- j. Body must be in a stock location.
- k. **Spoilers are allowed maximum 4 inches high, the width of the trunk lid only.**
- l. Any after market nose or bumper and steel replacement panels are allowed.
- m. Drive shaft must be steel, have hoop approximately 6-inches behind front u-joint and be painted white.
- n. **FRONT AND REAR TOW HOOKS OR CHAINS ARE REQUIRED!!**

SUSPENSION

- a. Suspension must be absolutely stock for that make and model with no modification.
- b. No intermixing of components at all in any way on your suspension. If this is your desire the Factory Stock class allows this adjustability.
- c. No lumber, chain spacers, cutting or welding allowed.
- d. Stock upper & lower control arms. No shortening or lengthening of A-arms. Control arm length may be checked vs the chassis you have built. Small metric must remain small metric spec. Midsize – midsize spec. and big car is big car spec.
- e. No replacing ball joints with camaro – s10, ½ ton truck or any other roll center or camber change altering balljoints. This will result in DQ.
- f. Stock mounts in stock locations.
- g. One shock per wheel in stock location.
- h. No screwjacks allowed. No adjustable springs or cups.
- i. Springs must be stock appearing in stock configuration and stock locations.
- j. Camber left 2 ½ degrees maximum, right maximum 6 degrees with no variance.

WEIGHT

- a. Minimum weight of all cars is 3300 lbs with driver and helmet in car in race position. This is checked following the feature.
- b. Weight may be added to the car but must be securely fastened with minimum ½-inch bolts and must be painted white and include car number on them.

ENGINE

- a. Must be stock for that make and model and in it's original mounts.
- b. Maximum 360 cubic inch.
- c. No Stroker motors. **This will be checked with the "Whistler Gauge"**.
- d. Engine must be bolted – this can be used in conjunction to welding
- e. All motor mounts must be in stock location. Safety chain allowed in addition to motor mounts
- f. No roller rocker arms or roller cams, no roller tips.
- g. **1" inspection bung must be installed in oil pan above oil level line. Must provide unobstructed view of crankshaft and components.**
- h. Starter must be stock OEM starter. NO gear reduction-type starters allowed.
- i. Cast iron intake and exhaust manifold must be stock for that make and model with no cutting except under carb.
- j. No marine intakes. Dual plane intake allowed.
- k. No Dart or World Products performance heads, Vortec heads, angle heads etc.
- l. Heads must have stock casting numbers.
- m. Compression will not exceed 155 lbs. Compression will be checked wide-open with 1 plug removed (tech officials choice). May be tested hot or cold.
- n. Max. cam lift at lobe .303.
- o. Rocker arm ratio will not exceed .455.
- p. Hydraulic cams only.
- q. Minimum vacuum allowed will be 17 inches @ 1000 RPM's. There will be a 2-inch variance. Must provide accessible vacuum port. **This will be checked with an external digital track tachometer.**
- r. A radiator overflow can is mandatory. No anti-freeze

CARBURETOR

- a. Stock original 2 barrel or 4 barrel carburetor only.
- b. Optional stock 4412 w/ 1" spacer allowed, MUST FIT GAUGE!!
- c. Must be stock quadra-jet gasket under carb.

TRANSMISSION

- a. Transmission must be factory stock for that make and model only.
- b. No made for racing transmissions such as TCI, K&M.
- c. No cutting, lightening, modifying, altering of transmissions.
- d. Transmission coolers are allowed.
- e. No trick transmissions of any kind.
- f. Powerglide transmissions to year/make/model. (No powerglides in 2011)
- g. AUTOMATIC TRANSMISSIONS ONLY.
- h. Minimum 12-inch working torque converter
- i. Cars must push in neutral with car running.

EXHAUST

- a. Must have a crossover. It may be fabricated.
- b. Must be 2 ¼ inch O.D. at transmission cross member. Must have a total of 24 inches of 2 inch max O.D. after muffler.
- c. Muffler must be a stock rolled seamed 2 inch in and 2 inch out.
- d. Must exit out of either side of the car, but ahead of the rear tire. For easy inspection, the exhaust outlet must be fully visible and accessible when looking at the side of the car.
- e. No turbos, no glasspacks. No X-pipes, no flow master components. No racing components.
- f. Muffler must be totally sealed and in tact. No leaks or holes allowed.
- g. No headers.
- h. No center dump manifolds.
- i. Mufflers are mandatory.
- j. Exhaust must exit behind driver.
- k. 100 Db at 100 feet.

REAREND

- a. Rear-end stock for that make, model and year. May be welded or open only, spools are OK. No posi, no lockers, no limited slip.
- b. Must have stock automatic with all gears working.
- c. No gold track rearend.

- d. No traction control devices or anything representing them.

BRAKES

- a. All 4 brakes must work at all times. No bias ply or shut-off devices. No cockpit brake adjusters.
- b. No adjustable proportioning valves allowed in the brake system.
- c. No rear disc brakes.

TIRES & WHEELS

- a. Tires must be DOT radials only.
- b. Max P235 70R 15.
- c. No truck tires.
- d. No made for racing tires.
- e. Maximum 8-inch wide steel race wheels.
- f. White spoke, O.K. 1-inch lug nuts are mandatory.
- g. NO SOAKING or other chemical treatment allowed.

ROLLCAGE

- a. Three driver protection bars and 4-post roll cage are mandatory.
- b. Single bar from hoop optional but must not pass through grille or front of car.
- c. Two braces may be placed from top or rear cage to rear bumper. Any installation will be for the sole purpose of extra protection for the driver.
- d. Pipes to be not smaller than 1 1/2 -inch O.D. and .125 thickness. Tubing to be no smaller than 1 1/2-inch O.D. with .095 thickness.
- e. No slant cages of any kind.
- f. All roll bars, roll cages etc. are subject to tech. official's approval.
- g. 16-inch x 30-inch x 1/8-inch steel or 10-inch x 30-inch x 1/3-inch aluminum footplate mandatory.
- h. A one-inch maximum square tube tapered at both ends are allowed for rub rail.
- i. Full wrap around door bars is recommended.

FUEL/FUEL TANKS

- a. Fuel cells are mandatory.
- b. Cells must be painted red and securely fastened in the trunk area.
- c. Must be in a steel can.
- d. Fuel cells must be a minimum of 8-inches from the ground.
- e. Fuel cells must be strapped with a minimum of 2 straps.
- f. No doctoring of fuel or no fuel additives.
- g. Fuel lines may not pass through driver's compartment.

SAFETY

- a. Racing approved aluminum seat with proper padding is required. Seat must be securely fastened to the roll cage.
- b. Battery may be moved into cab area. It must be in a box SECURELY fastened to the floor, this also will be to tech's discretion.
- c. Fire extinguishers are mandatory in an approved holder within the reach of the driver. No duct tape, or zip ties, all fire extinguishers are to techs discretion.