



2008

PURE STOCK RULES

The rules and regulations set forth herein are designed to provide orderly conduct of the racing events and to establish minimum acceptable requirements for such events. These shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS.** They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The *Proctor Speedway Board of Directors* shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. Any interpretation of, or deviations from these rules are left to the discretion of the *Proctor Speedway Board of Directors*, **THEIR DECISION IS FINAL.**

The insurance carrier determines age limit for the Pure Stock class. May be subject to change.

SAFETY

HELMETS

1. Helmets are required and must be a minimum of a SNELL 95SA RATED.
2. They must be worn at all times when the car is on the racetrack and must accompany the car at time of inspection.
3. The helmet must have face shield or eye ware protection, which must be in place when the car is on the racetrack.

DRIVING SUITS

1. Driver's suit of flame retardant material is **mandatory**.
2. Two-piece suits. Top & bottom must be worn at the same time.
3. Suit must be in good condition. (No holes.)

FUEL CELLS

1. Safety approved fuel cells are mandatory.
2. Fuel cells must be securely mounted to the frame or roll cage above the floor boards inside the trunk.
3. Maximum capacity of 32 gallons.

LOOSE OBJECTS

1. Loose objects and or weights will not be allowed in driver's compartment.
2. Weight added to any other area of the racecar must be securely mounted using a minimum of (2) ½ inch grade 8 bolts through the weights.
3. Weights must be painted white and have your car numbers, minimum size number of 1 1/2", painted on them.

SHOULDER HARNESS, BELTS AND NETS

1. Must have a 5-point harness with crotch belt.
2. Competition shoulder harness and lap belt at least 3" wide is required.
3. No OEM factory shoulder straps or belts allowed.
4. Metal to metal buckles are required on the shoulder harness, lap belt and crotch belt.
5. The shoulder harness must be mounted at least 5" below the driver's shoulders.
6. **Full sized** window nets are mandatory.
7. All Harnesses must be securely mounted to cage or frame.
8. **All belts and shoulder harnesses should be no older than three (3) years.**

DRIVE SHAFTS AND DRIVE SHAFT HOOPS

1. Must be painted white.
2. Drive shaft hoop is required and must be constructed of at least the equivalent of 3/8" x 2" steel and must be mounted no closer than five (5) inches and no further than nine (9) inches from the center of the u- joint at the back of the transmission.

BRAKES

1. All cars must have working brakes on all four (4) wheels at all times.
2. Stock type brake systems only.
3. Must be able to lock all four (4) brakes at any time.
4. Proportioning valve may not be removed or altered.

ROLL CAGE

1. Main cage must be a minimum of 1 1/2 inch O.D., .095 Mild steel tubing or .062 chrome moly tubing. DOM tubing recommended. All cages must be arc welded.
2. Must be a **¾** to full width roll cage. No ½ cages.
3. All welded joints must be properly notched. No collapsing, hammering or smashing of the tubing to join them. All tubing must include full radius weld.
4. All cages must have a minimum of a 1 ½ inch diameter tubing extending vertically from where the front pillar bar and halo meet, down to the top door bar on the driver's side of car. The same is recommended on the passenger's side.
5. All cages must have a main roll bar X – braced. All halos must have one cross bar of at least 1 ½ inch tubing.
6. Minimum of three door bars on the left side door (drivers side door), excluding the frame, a fourth door bar is strongly recommended. **A minimum of 1/8 inch steel plate must be welded from top door bar extending down to at least the bottom door bar, extending length of the drivers compartment.** Minimum of two door bars in the right side door (passenger side) excluding the frame.
7. Roll cages must be frame mounted in at least six (6) places. If side rails are used they must be flush with the body.
8. The side door bars must be welded to the front and rear of the roll cage members.

EXHAUST

1. The exhaust system must be mounted securely and any joints between the pipes and/or the muffler must be welded (no clamps).
2. Exhaust system must also be mounted in such a way as to direct spent gases away from the drivers compartment and away from areas of possible fuel spillage.
3. No performance exhaust.
4. Stock cast iron rear dump exhaust manifolds only. No center dump exhausts manifolds or headers.

5. Heat risers may be removed.

PURE STOCK- BODIES

1. All cars must have a complete factory production stock (steel) body. No hand made body parts allowed.
2. Body must match frame. No intermarriage between manufacturers (GM to GM, etc.). External body must be stock and in stock location. No after market bodies. No boxed in cockpits.
3. Fire walls must remain stock and in stock location. Front must have factory stock mounts and must match mounting holes in frame. Floorboards may only be cut to receive cage with a maximum clearance of 2 inches. Any excess material removed must be replaced with sheet steel only. **Trunk area must remain stock.** (No aluminum or plastic, etc.).
4. ½ of the windshield area will be covered with mesh, and three (3) securely mounted steel bars, minimum 3/8 solid steel.
5. Anything you can unbolt you can remove.
6. No plastic parts.
7. Rear inner fender wells may be separated from the fenders, but cannot be removed.
8. Wheel wells may be trimmed, but must remain stock appearing.
9. Rear nerf bars extending outside the body are allowed must conform to PURE STOCK BODIES #10
10. Rub bars allowed, must not extend more than ¾ of an inch beyond the body and must be tapered on the ends. Must be fastened securely to the car.
11. Headlight and taillight openings may be covered with steel.
12. Nose cones are allowed.

CHASSIS AND WHEEL BASE

1. Any American made full-framed car, with a minimum of 108-inch wheelbase. (Tolerance 1")
2. No four wheel drives, no front wheel drives.
3. Must use stock bumpers **for year, make and model.** No sharp edges.
4. Two chains per bumper must be mounted to the frame to secure front and rear bumper.
5. **No minimum weight will be required. (Will be reviewed)**
6. 110-inch minimum wheel base sub-framed cars permitted for Ford and Mopar. No GM unibodies. Sub-frames must be tied together.

MIRRORS AND RADIOS

1. No mirrors or radios of any kind allowed in the vehicle at any time.

BATTERIES

1. Batteries must be securely mounted and shielded.
2. Batteries mounted inside the passenger compartment of the vehicle must be in a marine case and must be securely mounted to the vehicle with at least on (1), 2" nylon strap with a metal fastener.
3. 12-volt batteries only. **One 12 volt battery only. No voltage increasing devices.**

ASPIRATION AND FUEL

1. Carburetion: OEM only. Quadrajets (GM), Motorcraft (FORD), Thermal quad (MOPAR).
2. No racing fuel or additives. **(92 Octane)**
3. Fuel must be street legal pump gas.
4. Choke may be removed; all other components must remain stock.

SUSPENSION FRONT AND REAR

1. All front and rear suspension must remain stock for year, make and model. All suspension must remain in stock position/location as intended to be used by the OEM. No altering of suspension allowed.
2. Stock gas or hydraulic street shocks only. **NO RACING SHOCKS.**
3. **NO RACING SPRINGS.** Stock springs only. Springs must remain in stock position/location (no cutting of springs) and no extra spacers may be added. Right and left springs must be a matched

pair on front and rear of vehicle. Height of springs can vary no more than 1/2 inch, when matched rear-to-rear, front-to-front.

4. No offset upper A arm shafts allowed.
5. Upper A arm bolts must not exceed stock length.
6. No after market bushings.
7. Sway bars must be connected. Shims must be the same height side to side.

WHEELS AND TIRES

1. Only factory stock seven-inch wide wheels allowed. White, chrome or black spoke, 7" wheels allowed.
2. No offset wheels.
3. No wheel spacers.
4. 70 or 75 series tires only. **NO RACING TIRES**
5. M + S, or all season radials only. No snow tires.
6. 1" lug nuts are highly recommended.

TRANSMISSIONS/ DRIVELINE

1. 3 speed automatics only. All gears must remain in transmissions. Stock working torque converters only.
2. Rear ends must be stock for year make and model. Differential gears must match rear end (7.5", Or 8", Etc.) and may not be modified to fit. Locked or stock Posi-traction rear ends are allowed.
3. Hardened axles are allowed.

POINTS

1. Points only go to the driver or drivers designated prior to the first time the car is raced.
2. **POINTS DO NOT GO WITH THE SALE OF THE RACE CAR.**

HEADS

1. Heads allowed;

GM 305 CYLINDER HEAD NUMBERS ALLOWED

14010201	10065205	10065207	10159551	10159553	12509859
14014415	14014416	14014440	14020555	14022301	14022601
14022801	14039122	14039121	14101081	14102187	14102191
354434	358741	376450			

2. Ford 302-(D80E, D70E, D50E). **f1ze, f3ze, f4ze**
3. Maximum valve size: GM (1.86 intake, 1.50 exhaust), Ford (1.78 intake, 1.46 exhaust), Mopar (1.78 intake, 1.50 exhaust).

CAMSHAFTS

1. Lift may not exceed 420. **421 will be illegal.**

ENGINES

1. 307 Olds, 305 Chev, 302 Ford, and 318 Mopar. All motors must be stock OEM. No intermarriage.
2. No fuel injection/turbo.
3. No HP stamped motors (HP=228.305).
4. Stock or stock replacement, cast dished pistons.
5. No performance enhancing work on heads and block. Heads and crank may be trued .010 only maximum one time only.
6. No grinding of castings, including block. Exceptions see ENGINES # 5.
7. No vortex heads/ intakes.
8. No interchanging of rocker arms, ratios.
9. No boring, shaving or grinding of engine block.
10. No degreasing of cams. No offset key in crank.
11. No double roller timing chain.

12. No screw in studs. No pinning of studs.
13. No roller cams.
14. No balancing motors.
15. Cast Iron or aluminum intakes only. Must match CID of motor. Quadrajet GM, Motorcraft FORD, Thermal Quad MOPAR.
16. Stock OEM ignitions only
17. No aluminum radiators.
18. After market gaskets allowed.
19. After market air filters allowed.

Disallowed if not allowed.

If the rules do not specifically allow a part or component, or do not allow specific alterations or modifications to a part or component than that part component or modification is disallowed.

PROCTOR SPEEDWAY TEARDOWN PROCEDURES

RACE CARS SUBJECT TO BEING PROTESTED

Any race car competing in the feature event, which; Has a driver who executes a protest with a board member or track official prior to the start of the feature race and has tendered the required protest fee in cash.

PROTEST FEE

\$50.00 for the top end or \$100.00 for both top and bottom end.

\$50.00 for the suspension or driveline. Three (3), items only.

The upper end teardown includes, but is not limited to, the removal of the carburetor, spacer plates or adapters, valve covers, intake manifold, exhaust manifold, valve train components and heads.

The lower end teardown includes, but is not limited to, removal of oil pan, crankshaft, rods and pistons.

Suspension and drive train includes but is not limited to three (3) items in this category, transmission, drive shaft, springs, front and rear, rear end and all suspension parts and components.

DISPOSITION OF PROTEST FEE

If, after teardown, the engine or racecar is found to be legal, 100% of the protest fee will be paid to the protested driver. If after the teardown, the engine or racecar is found to be illegal, 100% of the protest fee will be returned to the protesting driver.

PROTEST PROCEDURE

After the feature race, a track official will notify the driver of the relevant racecar that his racecar has been protested. The protested driver shall then proceed directly to the designated area for inspection and teardown pursuant to the protest. Track officials and allowed representatives will then proceed, in accordance with the class protest, to tear down the engine or suspension of the protested racecar.

SPECIAL PROVISIONS RELATED TO PROTESTS

A driver may only protest one car per race.

Only the Board of Directors has the final word on the legality of the racecars involved in a protest.

The Proctor Raceway and the Board of Directors reserve the right to inspect, teardown and enforce the Pure Stock rules at any time prior, during or after the race program and retain the right to enforce all the rules and penalties herein written.

No person shall prevent or interfere with the protest procedure.

RIGHT OF IMPOUND

Proctor Speedway reserves the right to impound any or all parts of the protested racecar.

PENALTIES AND SANCTIONS RELATED TO PROTEST.

If any engine parts or suspension, drive train parts are found to be illegal whether discovered through a post race inspection or teardown, as a result of a protest or in connection with inspection by racetrack official there shall be a fine up to \$200.00, and or a suspension up to thirty (30) days, loss of all points earned to date, and forfeiture of all money and awards earned for that event.

CONFISCATION OF ILLEGAL PARTS

Proctor Speedway and the Board of Directors will confiscate any illegal parts.

Confiscated parts become the property of the Proctor Speedway and may be disposed of at its discretion.

WITHDRAWAL OF PROTEST

If a driver declares an intent to protest, and tenders the required fee, and then the driver changes his/her mind and withdraws the protest, then the driver forfeits all money and awards for the event, and shall lose all points earned to date.

REFUSAL OF PROTEST

A driver, who refuses to allow an inspection or teardown pursuant to a protest, shall be subject to the penalties as listed in **penalties and sanctions** listed above.

PRESENTS AT TEARDOWN

Protested cars driver, or one (1) person selected by protested driver must be present, **pit crew as selected prior to teardown**, Proctor Speedway Board members, protesting cars driver, track official and security.

WEEKLY PURE STOCK TECHING PROCEDURE

- A. On completion of the feature race, at the winners circle, the winning car will draw a number, 1-6, the number drawn will coincide with a finishing position and will be the car that will be teched.
- B. The top 6 finishing cars will proceed directly to the pit infield teching area. At this time the finishing position drawn at the scale will be announced and that position (car) will be the teched car, Will than draw another number 1-6. The number drawn will coincide with the area of the car to be teched as listed below.
 - 1. Complete rear end and gear inspection. Gear box cover must be removed.
 - 2. Complete front suspension and springs inspection. Springs must be removed.
 - 3. Complete Carburetor and spacer inspection. Carb and spacer must be removed.
 - 4. Rear springs. Must be removed.
 - 5. Cam shaft.
 - 6. Heads.

ALL DECISIONS REMAIN FINAL

Revised, Thursday, January 3, 2008.

“DIRT TRACKIN USA”