

ABC Raceway
2013 Pure Stock Rules
Approved January 9, 2013

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 ABC Raceway Board of Directors and officers 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 ABC Raceway Board of Directors and its Officers. Their decision is final.

The Insurance carrier determines age limit for the Pure Stock class which may be subject to change.

SAFETY

HELMETS

1. Helmets are required and must be a minimum of a SNELL 2005SA 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 a face shield or eye ware protection, which must be in place when the car is on the racetrack.
4. Head and neck restraint is recommended but not mandatory.

DRIVING SUITS

1. Driver's suit of flame retardant suit is mandatory.
2. Two-piece suits, top and bottom, must be worn at same time.
3. Suit must be in good condition, no holes, suits in poor condition may prohibit you from being allowed to race.

FUEL CELLS

1. Safety approved fuel cells are mandatory.
2. Fuel cells must be securely mounted to the frame or roll cage above the floorboards inside the trunk.
3. Maximum capacity of 32 gallons.
4. No weight within the fuel cell mount.

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 two (2) ½" grade 8 bolts through the weights.
3. Weights must be painted white and have your car numbers with minimum size of 1 ½" painted on them.
4. No weight allowed to be attached directly to the bumpers.

SHOULDER HARNESS, BELTS AND NETS

1. Must have 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 size 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 3/8" x 2" steel and must be mounted no closer than five inches (5") and no further than nine inches (9") 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 be removed.

5. No aftermarket proportioning valves or shut off valves allowed.
6. Power booster is not required.

ROLL CAGE

1. Main cage must be a minimum of 1 ½" 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 1 ½" 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 the 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" tubing.
6. Minimum of three (3) door bars on the left side door (driver's side door), excluding the frame, a fourth door bar is strongly recommended. A minimum of 16-gauge steel plate must be welded from top door bar extending down to at least the bottom door bar, extending the length of driver's compartment. Minimum of two (2) door bars on right side door (passenger side) excluding the frame.
7. Roll cages must be frame mounted in at least six (6) places.
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 be mounted in a way to direct spent gasses away from driver's compartment and away from areas of possible fuel spillage.
3. Stock cast iron rear dump exhaust manifolds only. No center dump exhaust manifolds or headers.
4. Heat risers may be removed.

PURE STOCK BODIES

1. All cars must have a complete, factory production, stock body. No hand made parts allowed. Stock steel replacement panels allowed. Performance body panels (steel) may be used but stock internal reinforcements must remain intact.
2. Body must match frame. No intermarriage between manufacturers (GM to GM, etc.). External body must be stock and in stock location.
3. Fire walls must remain stock and in stock location. Front must have factory stock mounts and must match mounting holes in frame. Floor boards 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.

4. ½ of the windshield area will be covered with mesh, and three (3) securely mounted steel bars, minimum 3/8" solid steel.
5. Rear inner fender well may be separated from the fenders but cannot be removed. Wheel wells may be trimmed but must remain stock appearing.
6. Stock bumpers, stock bumpers from other makes/models allowed.
7. May use tubing behind factory steel cover, or behind nose or tail cone.
8. Bumper ends must be rounded, no jagged or sharp ends.
9. Two (2) chains per bumper must be securely mounted to bumper and attached to the frame, front and rear.
10. Rear nerf bars cannot extend outside the body.
11. Headlight and tail light openings may be covered.
12. Anything you can unbolt you can remove.
13. No plastic parts.
14. No ground effects, skirts or spoilers allowed.
15. Rub bars are not allowed. Lexan decal savers are allowed.

STEERING

1. Steering shaft can be OEM or aftermarket, must be steel. Aftermarket must have u-joint for safety.
2. OEM steering wheel or removable aftermarket steering wheel allowed.

CHASSIS AND WHEEL BASE

1. Any American made full-framed car with a minimum of 108" wheelbase (tolerance of 1").
2. No four wheel drive, no front wheel drive.
3. Minimum weight will be 3200 pounds, including driver after the race.
4. 110" minimum wheel base sub-framed cars permitted for Ford and Mopar. Sub-frames must be tied together. No GM uni-body.
5. No independent rear suspensions cars.

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 securely mounted to the vehicle with at least one (1) two inch nylon strap with a metal fastener.
3. 12 volt batteries only. One (1) 12 volt battery only. No voltage increasing devices.
4. No weight on or in battery mount.

ASPIRATION AND FUEL

1. Carburetion: OEM only. Quadrajets (GM), Motorcraft (Ford), Thermo-Quad (Mopar).
2. No racing fuel or additives, fuel must be street legal pump gas (93 octane).
3. Choke may be removed, all other components must remain stock, vacuum pull off must remain intact.
4. No carb spacer.

SUSPENSION FRONT AND REAR

1. All front and rear suspension must remain stock and in stock position/location for year, make and model as intended to be used by the OEM. No altering of suspension allowed.
2. Stock gas or hydraulic street shocks only. NO RACING SHOCKS. Shocks must have identical numbers on side to side match.
3. NO RACING SPRINGS. Stock springs only. Springs must remain in stock position/location (no cutting of springs), 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 ½" when matched rear to rear, front to front. No progressive springs allowed. No over load springs.
4. No offset A-arm shafts allowed.
5. Upper A-arm bolts must not exceed stock length.
6. Sway bars must be connected. Shims must be the same height side to side.
7. No extended length ball joints.
8. No improved geometry center links.

WHEELS AND TIRES

1. Only factory stock seven inch (7") wide wheels allowed. White, chrome or black spoke 7" wheels allowed. Bassett, etc., allowed as long as they meet stock type specs.
2. No offset wheels.
3. No wheel spacers.
4. 70 or 75 series tires only. NO RACING TIRES.
5. M + S, all season radials only.
6. One inch (1") lug nuts are highly recommended.

7. Valve stem location may not be moved.

TRANSMISSIONS/DRIVELINE

1. Three (3) speed automatics only. All gears must remain in transmissions. Stock working torque convertors only, 11 in. diameter minimum.
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. Mini spools or welded gears only, no posi units. Open differential allowed.
3. Hardened axles are allowed.
4. Transmission adapter plates allowed.

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. Hydraulic cams and hydraulic lifters only.
2. Lift may not exceed 420. 421 will be illegal.

ENGINES

The maximum over bore permitted will be .030

1. 307 Olds, 305 Chev, 302 Ford, 318 Mopar. All motors must be stock OEM. No intermarriage.
2. No fuel injection/turbo.
3. No HP stamped motors (HP equals 228.305).
4. Stock or stock replacement cast dished pistons. No cutting dishes in flat tops.
5. No performance enhancing work on heads and blocks. Heads and crank may be trued .010 only. Maximum one (1) 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 shaving or grinding of engine block. Cylinders may be bored up to .030
10. Degreeing of cams and offset key in crank is allowed.
11. Double roller timing chain allowed.
12. No screw in studs.
13. Pinning of studs allowed for repair. Max of 4 per head.
14. No roller cams.
15. No balancing motors.
16. Stock cast iron or aluminum intakes only. Must match CID of motor. Quadrajet GM, Motocraft FORD, Thermo-Quad MOPAR.
17. Stock OEM ignitions only. No vacuum advance lockout. Aftermarket plug wires allowed.
18. Any copper or aluminum radiators allowed. Must have coolant overflow tank and must be mounted in the engine compartment.
19. Aftermarket gaskets allowed.
20. Aftermarket air filters allowed.
21. Aftermarket bolts allowed.
22. High volume oil pumps allowed, pickups can be welded or bolted.
23. Stock oil pans only, no baffling, no trap doors.
24. Stock length push rods 5/16" diameter only. Ball tips OK.
25. Harmonic balancers must be at least six and three quarter inches diameter.

POINTS

1. Points only go to the driver(s) designated prior to the second night of racing season.
2. Points do not go with the sale of the race car.

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, then that part or component or modifications is disallowed.

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

\$100.00 for the top end or \$250.00 for both top and bottom ends.

\$100.00 for the transmission. \$100.00 for the suspension or driveline.

Two (2) items only.

The upper end teardown includes but is not limited to the removal of the carburetor, spacer plates or adaptors, 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 driveline includes but is not limited to three (3) items in this category, transmission, driveshaft, springs front and rear, rear end and all suspension parts and components.

DISPOSITION OF PROTEST FEE

If after teardown the engine or race car is found to be legal, 100% of the protest fee will be paid to the protested driver. If after the tear down the engine or race car 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/her racecar has been protested. The protested driver shall then proceed directly to the designated area for inspection and tear down pursuant to the protest. Track Officials and allowed representatives will then proceed 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 Board of Directors and its Officers has the final word on the legality of the racecars involved in a protest. No alcoholic beverages involved during teardown.

The ABC Raceway and the Board of Directors and its Officers 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.

Any driver protesting any car the last three (3) weeks of the racing season will be subject to a mandatory inspection.

RIGHT OF IMPOUND

The ABC Raceway reserves the right to impound any or all parts of the protested racecar.

CONFISCATION OF ILLEGAL PARTS

The ABC Raceway and the Board of Directors and its Officers will confiscate any illegal parts. Confiscated parts become the property of ABC Raceway and may be disposed of at its discretion.

PENALTIES AND SANCTIONS RELATED TO PROTEST

If any engine parts, suspension or 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 Race Track Official(s) there shall be a fine of up to \$200.00 and/or a suspension of up to thirty (30) days and will carry over into the next season if applicable, loss of all points earned to date and forfeiture of all money and awards earned for that event. All penalties and sanctions shall be at the discretion of the ABC Raceway Officials.

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.

PRESENCE AT TEARDOWN

Protested car's driver and one (1) person selected by protested driver must be present, ABC Raceway Board Members and its Officers, protesting car's driver, Track Official and Security.

OPTIONAL PURE STOCK TECHING PROCEDURE

On completion of the feature race, at the winner's circle, the winning car's driver will draw a number, 1 – 6, the number drawn will coincide with the finishing position and will be the car that will be teched. 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. Another number 1 – 6 will be drawn again. 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 from car.
5. Cam shaft.
6. Heads.

ALL DECISIONS REMAIN FINAL