

Pure Stock Rules Leesville 171 Speedway 2012

If the Rules Don't say you can then you cannot!

Body and Frame

1. American made passenger car with a Minimum of 108in wheel base. No T-Tops or Convertibles.
2. Wheel base is not to be altered and should be the same measurement on both sides of the car.
3. All bodies will be factory appearing and steel. Must have factory hood, roof, fenders, doors, and quarter panels.
4. No aftermarket bodies, no stock car style bodies, no aluminum bodies or body parts. If using aftermarket body panels the original panels must remain underneath.
5. All Bodies should must be proportionate to the year and make of the frame.
6. Frame must remain square and to factory specs.
7. Firewalls must be complete, from fender to fender, top to bottom. All holes left by removing the dash and air conditioning must be covered by at least 20 gauge metal or aluminum. **Firewall must be 40" max from top front steering sector bolt to top of firewall.**
8. Stock floor pan must extend from front firewall to rear firewall. No closing in of the passenger compartment is allowed. Safety officials should be able to remove driver from either side of the car. Rear Firewall holes must be covered by at least 20 gauge metal or aluminum.
9. Must have rear tail lamp mounting panel and trunk floor can only be cut out 2 inches around fuel cell. Four 2 inch Diameter holes must be cut into floor pan for drainage in case of fuel spill.
10. B pillar must remain in stock location.
11. Drivers' seat must be mounted in stock location. No Back Seat drivers.
12. No narrowing of the frame permitted. Frame may be altered in front of the steering gear box.
13. Front Fender wells can be removed. Fenders can only be cut to keep from rubbing tires.
14. Quick Release Steering Wheels are ok. Quick steering ok. No chain type must be gear type. Steering wheel must be in stock location, left of the drives shaft.
15. Cast Iron Steering Gear Boxes ONLY. Mounted in factory stock location for make and model of frame.
16. All steering parts must be OEM type and location.
17. Racing type shocks are allowed and MUST be mounted in stock location.
18. Upper Control arms must be stock or can be IMCA Spec. Lower control arms must be stock and mounted in stock location. If upper control arm mount is removed for frame repair it must be replaced in exact stock location, after repair.
19. **Car must measure the same wheelbase on both sides. No Rear Steering.**
20. Must have a wrecker loop or chain in front and rear of car for wrecker to hook up to.
21. **Car Must Appear Stock to frame, engine and body used.**

Springs and Shocks:

1. Racing Springs Allowed. Max. Spring length 13"
2. Rear spring must not extend through the stock bucket.

3. Non-Adjustable Coil Spring Spacers are allowed. Springs must not extend through the stock bucket. **NO JACK BOLTS.**
4. Steel Leaf Springs only. Maybe Aftermarket, but no adjustable lowering blocks. Any steel no-jack bolt type leaf spring shackles are allowed if not adjustable. No Multi Hole Shackles.
5. Racing type shocks are allowed and MUST be mounted in stock location. **\$50.00 claim per shock with swap.**

Wheels and Tires

1. Eight inch wheels and Asphalt or Modified **KK704/500 pull off Tires only.**
2. 15" wheels only. No Aluminum, No wide 5 hubs.
3. Bead Locks right rear Ok, No bleed off valves.
4. Must run 1" lug nuts May have extended Lug Studs.
5. No soaking, or treating tires are allowed.
6. Tires must at least read 51 on the durometer.

Weight

1. 3200 lbs. at the end of race with driver. If car lost any component part, or parts, during the race it will be weighed without those parts. Any weights added must be securely mounted with at least ½" bolts, in the trunk or under hood, not in plain view or within driver's compartment. All weights added must be painted white, have the car number and be inspected by tech.
2. Track officials reserve the right to add weight at any time to make better racing.

Engine

1. Number one spark plug must be even with, or forward of the upper control arm ball joint.
2. Cast iron block only. Block must be stock and have been in regular production for the particular body / chassis used. Max. CID 364.
3. Stock Rods and Crankshaft, no lightweight cranks or rods allowed.
4. No Knife edging, bull nosing, undercutting or drilling of the rod journals or counter weights allowed,
5. Polishing of the connecting rod beams not allowed.
6. Rods must be 5.7" rods with stock stroke.
7. Dished or stock 4 eyebrow pistons, no popup pistons allowed. Max compression 175 lbs. with ignition off and engine turned 5 times.
8. No 400 engines, big block, or larger engines.
9. No Stroker engines, either stroked or destroker
10. Solid motor and transmission mounts ok. No Torque plates.
11. Stock ignition, no racing coils or distributors, no Magnetos, no MSD, No circuit board modules.
Must have stock firing order.

12. Only stock cast iron cylinder heads allowed. Valve Size is limited to 1.94 intakes and 1.50 exhausts.
13. No Closed Chamber Heads. No Vortec heads. No Angle milling of heads allowed. No Porting and Polishing allowed.
14. OEM or Stock looking rocker arms allowed. No Roller tips, roller rocker arms or arm stud girdles allowed.
15. Any wet sump oil pan, must have a 1" inspection plug between the 2nd and 3rd pan bolt on left side.
16. Aftermarket rocker arm lock nuts and push rod guide plates are permitted
17. Rocker arm studs may be pinned or screw in type.
18. Any valve spring with damper, is allowed. .
19. Hydraulic Camshaft lifter and camshaft only. No roller, Mushroom, or launcher camshafts, or lifters allowed. **No anti pump up, no variable or Rhodes type lifters.** Camshaft lobe not to exceed .300. Max valve lift allowed is .450 to be measured at the valve. **15" of Vacuum at 1000 Rpm.**
20. Cast Iron Exhaust Manifolds. Headers not allowed.
21. Stock 2 barrel or unaltered Holley 4412, No modifications except to remove choke plate. Must pass go or no go gauge or visual. No racing carbs, no demon or etc.
22. No aluminum intake, cast iron only 2 or 4 barrel intake, no wood spacer plates **No tall Intakes.**
23. Pump Gas only. No Nitrous or Injection of any kind.
24. No electric Fuel Pumps, Fuel pump must be in stock location.
25. Air cleaner must be on top of carburetor and not extend more than 4 inches above hood. No Ram or forced air induction allowed. No air boxes.
26. No Electric Fans or Water pumps. Aftermarket fan and pulleys ok.
27. Any Electric Starter ok.
28. One radiator mounted in stock location.

Transmission and Driveline

1. Any OEM automatic transmission for make model of car. Power Glide, FMX, C4, TF8, TF6 or turbo350 allowed. **Transmission must be stock and have full working stock 12" torque convertor.** No direct drives, valve pumps, or bleeder style valve bodies. **No Manual Transmissions.**
2. Must have working shifter, may be aftermarket must be sealed around tunnel.
3. No aluminum flywheels.
4. Transmission coolers are allowed but not mounted exposed in driver compartment.
5. All transmissions should have scatter shield capable of protecting the driver in case of automatic transmission explosion.
6. Drives shaft must be painted white with car number and a loop placed at least 10" from Front U-Joint. **No Chain Loops.** Rear Ends must be OEM to make and model of Frame. Stock length upper and lower control arms for frame required. Any gear ratio that can be installed without altering of rear-end housing is allowed. Axles must be locked together with mini spool or welding. No limited slip, Detroit locker, or full spool allowed. No cutting of upper or lower control Arms.

Brakes

1. Min of 3 wheel brakes working.
2. No adjustable proportioning valves allowed. Aftermarket Brake pedal assembly is allowed, with one master cylinder permitted must be mounted in stock location.
3. Rear disc brakes allowed with steel components and a single piston caliper used.

Roll Cage

1. All Roll bar uprights must be a min of 1 ½ in OD, 095 inch wall tubing. Must have 3 bars on the driver's side and two bars horizontal on the right side. Door Bars are to be the same tubing as the uprights.
2. 4 uprights are to be put around driver. Rear down tubes and a mid-tube above driver is required. A hoop is allowed from the front uprights to the front of car. Main loop behind driver must be one continuous loop have "X" Brace. Roll cage must be welded to the frame not bolted in.
3. **Must mount a plate at least 1/8" thick outside driver's side bars to keep objects from protruding between bars to the driver. 1/2" holes can be cut in plate in order to strap roll bar padding.**
4. Drivers head must not extend above roll cage.
5. Bumpers must cover no less than frame horn to frame horn. No sharp edges.
6. All joints must be properly welded, no aluminum parts in roll cages, no soldering. No bolted together roll cages.

Spoilers

1. Factory spoiler max height is 6 inches and must be attached to the rear trunk only.

Safety

1. All cars must have aluminum or steel racing seat, no plastic or fiberglass, no homemade. Seat must be mounted no further back than back of front door and left of the tunnel.
2. One or two piece fire suit, fire retardant gloves and shoes required.
3. Fire Retardant neck brace **mandatory**.
4. 5 Point racing harness with current dates **mandatory**. Must not be over 2 years old.
5. All cars must have a battery disconnect that is clearly visible to safety workers and easily accessible to the driver.
6. All cars must have fuel cell with at least 2 two inch straps top and bottom. With a roll over flap.
7. Battery must be enclosed in a marine style battery box in the trunk. If battery mounted in the drivers' compartment it must be enclosed in a complete metal box (Day Motorsports part#BB-4500 or equivalent) and behind the driver's seat.
8. Must be a max of 1 (one) 12v batter per car.
9. Window Nets are mandatory with all mounting hardware and welded to the roll cage.
10. Min of 2 lb fire extinguisher mounted solid within reach of the driver when buckled in the car.
11. 3 bars **at least ¼"** min welded in front of the driver in the windshield area to protect the driver from flying debris.

All cars must have at least 20" numbers in contrasting color on doors and top, also one 8" number in front to aid in lineup. Numbers must be readable from scoring tower.

This is supposed to be a low-cost easy to run class. It is up the drivers and owners to keep it that way. We will do all we can to make this class as competitive as we can. Cars that are deemed to be above the level of the competition will be moved up to the next class.

Minimums and Maximums are just that, if you play on the edge you need to be ready to accept the consequences.