

Kopellah Speedway Nascar 2010 Pure Stock Rules

Rules disclaimer: the rules and regulations set forth are designed to provide for the orderly conduct of racing events. These rules shall govern the condition of all events and by participating in the events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications 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.

The race directors shall be empowered to permit minor deviations from any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. No express or implied warranty of safety shall result form such alterations of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. THEIR decision is final.

VEHICLE:

Rear wheel drive only full or mid sized American passenger cars.

Minimum weight is 3200 pounds

Hood, doors, front & rear quarters may be gutted

Trunk floor may be opened up for fuel cell

No lead or ballast of any sort allowed

No pick-ups or mini vans

Minimum wheelbase-----1 inch tolerance for factory variances

108 " for full frame cars

110" for a unibody cars

Doors must be welded or bolted shut

Must have full floor, stock firewall in the front and rear

Steel mesh screen on driver's side of windshield opening

Mufflers are mandatory. Must be securely mounted. Loss of a muffler results in automatic disqualification

The interiors may be tinned in like other classes

The front and rear bumpers must be stock appearing and securely mounted. Loss of a bumper results in automatic disqualification

Four wheel brakes are mandatory, and they must lock up all four wheels. No altering of the bias block

Drive shafts must be painted white and have a safety hoop under and behind front u-joint.

1 (one) twelve volt battery must be securely mounted in a steel battery box, preferably in the trunk area.

Aluminum radiators allowed

Aftermarket bushings are OK, no metal bushings

No offset A-arm cross-shafts

No steering quickeners.

SAFETY

Fully charged fire extinguishers are mandatory

Window nets are mandatory

Full face helmet mandatory, Snell 00 Approved. Eye protection required

5-point quick release harness is mandatory. **no more than 5 years old and in good condition.**

Fire suit required. Fireproof gloves required. Neck collar required. Fire shoes recommended.

Aluminum racing seat is mandatory. It must be securely fastened to the frame or the cage

Fuel cell is mandatory. It must be in a metal case and securely mounted in the trunk area

Any car deemed unsafe shall be disqualified. Car may not race until it has passed inspection

ROLL CAGE

Main cage must be 6 point minimum 1-½ O.D. .95 steel tubing

3 horizontal door bars in the driver's door, excluding frame, 4th bar recommended

There is a minimum of 2 vertical bars in the driver's door.

Cage may extend back to the rear bumper and forward in one continuous loop to front of radiator. It must remain behind original grill area.

Unibody cars MUST have sub frames connected.

TIRES AND WHEELS

Tires should be no wider than 8" actual measured tread width.

Tire recommended are Goodyear G60 & G65 or Hoosier E-Mod H40 on all four corners.

Grooving and siping will be allowed on both brands. Goodyear 8"G60 is also allowed.

MUST BE TAKE OFF'S FROM MIDWEST MOD OR STREET STOCK. NO NEW TIRES ALLOWED.

Tires may be passenger car DOT approved. NO ice, snow or studded tires. M & S stamped tires allowed

Steel wheels only. They may be aftermarket. Maximum 8" width. 3", 4" or 5" offset only.

Wheels must be painted white or chromed.

1" maximum spacer allowed

1" lug nuts mandatory.

Oversized studs allowed and recommended

MOTOR AND TRANSMISSION

Motor

320 cubic inch limit on all motors

350 allowed with restrictor plate and minimum weight of 3500 pounds

restrictor plate for the 350 cars will have holes no larger than 1 1/8 inch

restrictor plate must be at 3/16 inch thick.(this does not mean that you get and extra 3/16 inch to the carb adapter height, it is included that measurement)

305 or 307 only. Chevy must run 305 heads

302 for Ford (Head must match CID no 351 heads)

318 for Mopar. (Head must match CID no 340 or 360 heads)

Pump gas only. 93 octane maximum. No additives allowed
Timing chain only. No gear drives allowed

Block, Crank, Rods

Blocks may be bored .040" maximum, but may NOT be decked. O.E.M stamping on block surface will be checked

Crank and rods must be stock for block used. (5.7" for GM) and NOT lightened

Balancing NOT allowed

Pistons must be cast Dished or 4 valve relief flat tops ONLY

Hypereutectic pistons and forged pistons NOT allowed. NO domes

Crank may be trued .020 only from stock dimensions. NO offset grinding

OEM balancer, no fluid balancer

Heads

Head MUST be 305 castings. NO Vortec heads allowed

Heads may be trued .010" only Maximum 1 (one) time only

Valves must be stock dimensions for head used

NO performance enhancing work on heads and block (NO angle milling)

NO porting or acid porting of any parts

Cam and valve train

Hydraulic cam and lifters only

Max lift at the valve is .420"

Stock or stock replacement, stock ratio rockers (1.5:1) NO roller tip or roller rockers

Stock distributor ONLY. May have vacuum advance disconnected or removed

Intake, Carb and Exhaust

Cast OEM intake only. NO high rise, vortec or marine intakes allowed. Stock aluminum intake OK

NO porting or grinding of any parts

The carburetor may be 2 or 4 barrel

Rochester for GM cars

Carter for Mopars

Motorcraft for Ford

May also run stock 4412 and aluminum, not adjustable adaptor. Carburetion will be limited to one (1) stock Holley 500 CFM 2 barrel, part no 4412, with a 1-11/16 inch throttle bore. No grinding or polishing of any kind allowed. All carburetor components must be for a 500 Holley. No milling or grinding of throttle shaft allowed. Shaft must stay round. Choke can be removed but NOT the air horn. Must have stock measurements.

B Adaptor plate- maximum thickness between carburetor and intake manifold with gaskets and adapter will be 1 3/8 inches. No high performance adapters allowed. Spacer opening must be perpendicular to the base of carburetor. Aluminum spacers only. No adjustable spacers or sliders allowed

1. Devices below carburetor designed to increase the flow of air are not permitted
2. All air entering the engine will be required to enter through top of the carburetor

Carburetor MUST remain OEM original. The only modification allowed is the choke mechanism may be removed

NO electric fuel pumps. OEM style fuel pumps only

Exhaust manifold must be stock cast iron. NO center dump allowed

Mufflers required

Transmission and converter

Original equipment transmission only

The car must be able to idle in gear

An aftermarket tranny cooler may be used but must not be in drivers compartment

Stock 3 speed automatic transmission only (tranny must be able to bolt to motor without alterations)

All gears must remain in transmission. Transmission may not be lightened

Torque converter must match transmission. No small torque converted, must be 11 inch minimum.

Converter must hold at least 4 quarts of transmission fluid

No power glides

Stock, steel driveshaft only. NO aluminum or dogbone style driveshafts

Locked rear ends allowed, welded spider gears or mini spools ONLY

Suspension

All front and rear suspension must remain stock

Sway bar must be connected and functional

Stock type shocks only. NO racing shocks

No racing springs. Stock type only. Must remain in stock position

Stock replacement springs allowed

PROTEST

Any race car competing in the feature which

Has a driver who executes a protest with a pure stock committee member or track official prior to the start of the feature race and has tendered the required protest fee in cash

Protest Fee

\$100 for the top end or \$200 for both top and bottom end

\$100 for the suspension or driveline. (Three 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 items in this category, transmission, drive shaft, front and rear springs, 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 teardown, the engine or race car is found to be illegal, 50% of the protest fee will be returned to the protesting driver the remaining 50% will remain to the track.

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 teardown pursuant to the protest. Track officials and allowed representatives will then proceed, in accordance with the class protest to teardown the engine or suspension of the protested racecar

SPECIAL PROVISIONS RELATED TO PROTESTS

A driver may only protest one car per race and protest only 2 times throughout the season

Only the Pure Stock Committee has the final word on the legality of the racecars involved in a protest

Kopellah Speedway officials 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

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, shall result in fines up to \$500 and or a suspension of 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

Kopellah Speedway will confiscate any and all illegal parts.

Confiscated parts become the property of Kopellah Speedway and may be disposed of at the Speedway's 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

PRESENT AT TEARDOWN

Protested car's driver or one person selected by the protested car driver must be present. 1 (one) member of the protested driver's pit crew, pure stock committee members, the driver of the protesting car, track officials and security are all that will be allowed in the teardown area.

ALL DECISIONS BY THE OFFICIALS REMAIN FINAL

Registered Car

You must run the car that you register. No switching cars or drivers once you signed in at the draw window. Points will go to the driver, not the car.