

Pure Stock / Street Stock Rules 2016

RaceCeiver Radios and Transponders are mandatory for the 2011 racing season. Equipment is available for sale or rental at the speedway office.

General: Any American passenger body manufactured from 1965 and up. No pick-ups, jeeps, station wagons, convertibles, sport cars, or rear engine cars. No sub-compact cars allowed. GM/ Chrysler cars with 108" minimum wheelbase are allowed. Ford cars with 105" minimum wheelbase are allowed. Body, engine and frame must be same make and model. **NO CAMARO'S, NO FIREBIRDS, NO NOVA'S, ETC. NO LEAF SPRING CARS**

Bodies:

- A. All cars must have complete stock type bodies as manufactured, including roof pillars. After market steel or aluminum bodies permitted.
- B. No jagged or sharp edges or corners. All edges must be rolled
- C. All lights and light lenses must be removed and the remaining holes closed with sheet metal
- D. All doors must be welded
- E. All glass removed, no mirrors
- F. Bumper may be made out of pipe but must conform to front and rear nose pieces
- G. After market front and rear panels are permitted, if they match the body. No drilling rear panels
- H. No push bars allowed on front or rear
- I. Approved 5" spoiler constructed of 1/8" aluminum curved to fit body of car and spec end plates no more than 60" wide.
- J. Body subject to tech inspector approval
- K. Must have 16 gauge steel or .080 aluminum plate on inside of drivers doors(22x24 minimum)
- L. Must have 16 gauge steel or .080 aluminum plate under drivers feet from petals to drain hole under seat
- M. Spoiler no more than 44" to the ground
- N. Two piece noses and tails must be fastened together in center. Spacers added to gain width ARE NOT PERMITTED
- O. Rear deck lid height can be no higher than 39" off the ground
- P. Roof maximum 50" wide and no more than 58" long

Frames:

- A. No tube chassis of any type allowed, must be completely stock
- B. Box tubing of at least 2x3 may be used from center of rear housing to rear bumper

- C. Frames may be X braced or have cross member
- D. Cars of unibody construction must have front and rear frame connected with 2x2 boxed tubing
- E. Notching of cross member permitted for stock large capacity oil pan
- F. Seat may not set any closer than 30" from the back of the seat to the center of rear axle
- G. Camero's and Firebirds no closer than 25" from the back of the seat to the center of the rear axle

Roll Cage:

- A. Constructed of 4 post design with the front roll bar following the windshield contours and the top of the roll cage forming a box with the width of the inside of the car. Four side bars are required on drivers side and must extend into the door opening. A minimum of one bar must cross near the dash to tie the two front post together minimum of 2 cross bars are required along the back of the drivers seat. The drivers seat must be securely fastened to the roll cage with atleast 3" clearance from the roll cage to the drivers helmet. All tubing must be minimum of 0.95" thick, seamless tubing of 1 1/2", or seamed tubing of 1 3/4" in diameter
- B. Roll cage must be welded to frame. All welds must be continuous welds. All corner welds must be reinforced with gussets.
- C. A minimum of 3 side bars extending into the passengers door, all additional bracing is subject to inspection. No offset roll cages allowed.
- D. Two bars should be anchored from the roll bar to the rear bumper area of the car. 2 additional bars should be anchored from the roll bar to the frame area above the rear housing
- E. All bars within reach of the driver shall be well padded with substantial padding material
- F. No screw type fittings or pipe threads allowed
- G. Radiator hoop is allowed, attached to frame and may be attached to roll cage
- H. 2 bars may be anchored from the front posts of the roll cage to the frame behind the A-Arms on each side
- I. 3 bars for safety in windshield location for drivers safety
- J. Main top hoop must be no less than 36" wide outside to outside
- K. Cage must set at hole in rear factory frame hole or 1" in front of it

Firewall

- A. After market floor pans optional to the following specs:
- B. Firewall and floor pans must be made of 20 gauge steel
- C. The tunnel beside driver's seat above transmission cannot be more than 8" from floor pan and must be bent at 90 degrees and go straight across right door
- D. Interior may be aluminum may be boxed in behind driver's seat but must run down to X brace cross bar
- E. Left side front firewall can be no further back than 18" from left front shock hole

Fuel Cells:

- A. Fuel cell mandatory. The tank must be securely mounted in a 20 gauge steel box with a 2 1/8" by 1" steel strap
- B. Gas lines will run under the floor or encased in steel tubing when running through the drivers compartment, steel braided lines recommended
- C. Fuel cells must be relocated in trunk area and vented outside of car
- D. Racing fuel only: no additives of any kind
- E. The fuel shall not be blended with alcohols, ethers or other oxygenates. It shall not be blended with aniline or its derivatives, no nitro compounds
- F. No icing or cooling of fuel permitted

Tires/Wheels

- A. 11" spec tires only. Hoosier only. Tires limited to 88/90/92 only. D 35'S OR D55'S only. Compound only with LSB tread only. No mag wheels, only steel spoke wagon wheels or steel wheels with 12" width allowed. Bead locks are permitted and must have 5 oversized lug nuts **Economy 1325,1350 or 1600 Hoosier only allowed**

Safety

- A. Seat belts must be bolted to roll cage and pass inspectors approval. Shoulder harness is required. Only quick release type racing belts are permitted. Belts may not be any older than 3years, 2007 or better, Fire suits mandatory. Gloves and shoes highly recommended. Only approved helmets may be worn. Snell **2012** or better. On board fire extinguisher mandatory. Full window nets, racing seats and belts mandatory
- B. All cars must have a tow hook in the center of the front and rear of car which is easily accessible to the tow truck.

Rear:

- A. Ford 9" rear optional with stock mounts in stock location
- B. Mounting locations must not be altered
- C. Must be locked at all times
- D. Drive shafts must be painted white
- E. Drive shafts are to be steel and must have a front hoop

Suspension

- A. Racing shocks mounted in their original position on rear of car. No coil over or air shocks allowed. One shock per wheel, shock extensions permitted. No schrader valves allowed, no internal or external shock adjusters, no treaded body shocks of any type allowed.
- B. GM third generation F Body must meet tech inspectors approval
- C. Springs can be changed with racing springs
- D. Lowering blocks allowed

- E. Jack bolts in front and rear
- F. No spring expanders or compressors allowed
- G. Steering quickners permitted
- H. No aluminum suspension parts allowed
- I. No suspension travels limiting devices such as chains, etc
- J. Any steering box permitted
- K. Pan hard bar permitted with rear coil springs allowed may use heim ends on it
- L. Offset upper control armshaft permitted (upper only) May be tubular
- M. No traction control devices
- N. No heim end trailing arms allowed
- O. Leaf spring cars must use shackles, no sliders
- P. Steel body shocks only
- Q. Must remain absolutely stock with only minor modifications to coil or leaf springs. Coil spring adjusters are permitted but wedge bolts are not allowed. Coil spring cars must run coil springs, leaf spring cars must run leaf springs etc.
- R. No adjustable rear trailing arms allowed

Shock Claim Rules: There is a \$600 claim rule in effect for all 4 shocks. The driver finishing second can claim the winners shocks for \$600. The driver claiming the shocks must have raced atleast 3 times, and has 15 minutes after the checkered flag to claim the winners shocks. This must be in writing with \$600 cash. In the event the winner refuses to sell his shocks to the second place finisher he the winner will be dis-qualified for the night with no points or money awarded to him.

S. Rear coil spring cars can run a 3 bar, top bar must be solid. No pull bar or biscuit. The bottom 2 trailing arms must be stock production. No heim ends allowed

Brakes:

- A. Four wheel hydraulic brakes. Must be in good working order at all times. Brake adjusters or after market dual master cylinders, rotors, calipers, or drums are to be used. Brake adjusters can be in reach of the driver. No cut off valves or portioning valves allowed
- B. Disc brakes are allowed on rear
- C. No aluminum calipers. Steel only. Single piston calipers only

Radiator:

- A. One radiator under hood in stock location. Water only. No antifreeze or oil of any kind will be permitted

Battery:

- A. Battery may be relocated rear of firewall back or front firewall forward

Engines:

- A. **410 cubic inch max**
- B. Cast iron only
- C. Production only bowtie permitted
- D. Maximum overbore plus wear .067 inches
- E. Block may be decked, with a zero piston to deck clearance

Crate Motors for Street Stocks/Pure Stocks

1. Crate GM Part # 88958602 or GM Part # 88958604
2. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with twist off bolt heads originally from GM. NO RM BOLTS ALLOWED. For any other sealing questions please contact Potomac or Winchester Speedway officials at 301-481-8855 for approval. Crate engines must not be altered, modified, or changed from factory specs.
3. The sealed engines must remain intact and not be tampered with .Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing at Potomac or Winchester Speedway for the remainder of the season
4. No changes are allowed to the engine intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer or any other part/or parts on or in the engine.
5. No vacuum pumps
6. All crate engines must remain stock as they came sealed from the factory.
7. Engines GM serial number must be visible to Potomac Speedway and Winchester Speedway officials.
8. Potomac and Winchester Speedway officials reserve the right to technically inspect, exchange, and or confiscate any GM crate engine at any time. Failure to surrender the engine and or submit the engine for inspection equals disqualification for the nights events with loss of points and money. Also the driver and car owner will be placed on probation and fined for \$1,000 and suspended for 2 weeks.
9. After the suspension period, the driver and or car owner can only compete at Potomac or Winchester Speedways with an engine equipped with the original factory GM Bolts

Carburetor

1. 650 CFM Holley 4 Barrel with throttle bore/ base plate 1.688
2. Spacer plate for 604 is max 1" and spacer plate for 602 is max 2"

Cylinder Heads

- A. Cast iron only
- B. Production only. World Products GM #4266 and Vortex GM head, Ford M 6049N351 or Rousch-200 or #053020B
- C. Straight plug GM heads
- D. No GM angle plug heads
- E. No porting or polishing
- F. Milling of head is allowed
- G. Polylocks are permitted
- H. Stock diameter push rods
- I. Stud girdles are permitted
- J. Port matching allowed $\frac{3}{4}$ "

Pistons:

- A. Any flat top piston
- B. 3 ring configuration
- C. Stock wrist pins/ floaters allowed
- D. Any means of lightening other than balancing is illegal

Crank Shaft

- A. Stock appearing crankshaft only. You may run scat crank # 10442
- B. 48lb minimum
- C. Any means of lightening other than balancing is illegal
- D. No deburring, no polishing, no knife edging
- E. A 1" site hole mandatory for inspection of crank

Connecting Rods

- A. After market allowed. No aluminum, no polishing, no deburring
- B. Any means of lightening other than balancing is illegal

Camshaft/Lifters

- A. Hydraulic only. No hydraulic roller, no gear drives, stock lifter diameter only
- B. Valve spring diameter limited to the largest stock production diameter, max valve spring diameter 1.380 chevy
- C. Valve sizes limited to largest stock production diameter

- D. Five angle valve jobs max
- E. No titanium valves
- F. Stock valve length
- G. No under cut valve stems greater than .015 inches
- H. Stock type retainers and keepers
- I. Roller rockers allowed
- J. Zero valve lash
- K. No valve lash between rocker arm and top of valve

Intake/Manifold

- A. Edelbrock # EDL 2101, EDL 2116, EDL2181 AND FORD 2176
- B. Marine intakes allowed

Carburetor

- A. 2 barrel 500 only Holley #4412 or Keith Dorton 80583 only
- B. No modifications, no drilling, or changing of any diameter in air bleeds, metering plate, or throttle shaft
- C. No swapping of metering plates allowed
- D. Choke plate may be removed
- E. Choke tower must remain untouched
- F. Jets, squirter and power valves may be changed, blocked off plugs for power valves permitted
- G. Spacer/adapter height 1" total with production tolerance
- H. A one piece gasket measuring 65 thousandths must be installed between carburetor and spacer and another on piece gasket measuring 65 thousandths must be installed between manifold and spacer
- I. Mechanical fuel pumps only. No electrical fuel pumps
- J. 1.3750 venturi bore and 1.6875 throttle base plate bore

Ignition

- A. Distributor and coil ,must be stock appearing
- B. DUI distributor allowed
- C. HEI system allowed
- D. MSD distributor allowed, no boxes allowed
- E. External coil allowed

Exhaust

- A. Headers are permitted

- B. Exhaust system will be dual exhaust
- C. 2 into 1 crossover pipes will be allowed

Mufflers

- A. Mufflers are mandatory, or cone insert
- B. Must be at the end of exhaust pipe where its visible
- C. Leak free exhaust
- D. Exhaust pipes/ mufflers must be on and functional at end of race or car will be moved to last position at tech inspectors discretion

Engine Location/ Oil Pans

- A. Stock location only
- B. Remote oil filter allowed
- C. Stock large capacity pans permitted
- D. Aftermarket pans permitted, gates and dams permitted, kickout pans allowed
- E. Frame may be notched for larger oil pans
- F. Oil pan must have a 1" inspection plug on side of pan for inspection. No 1" hole will result in immediate disqualification
- G. External oil line from front of block permitted
- H. External oil filter permitted
- I. All casting #'s must be unaltered
- J. Mid plate optional
- K. Chevrolet 2nd spark plug on right side in line with shock hole and Ford spark plug in line with shock hole or strut mount

Clutch/Transmission

- A. Any steel flywheel with a single disc clutch, standard stock clutch and steel pressure plate allowed. Manuel 3 speed or 4 speed transmission with all functional gears and reverse or stock automatic transmission allowed with working torque converter. Safety strap under front half of drive shaft required. A 360 degree blow proof bell housing, mine belt, or comparable 1/4" steel plate for safety.
- B. Stock steel drive shaft must be painted white with car # on it
- C. 2 speed Richmond trans allowed
- D. No berts or brinns

Weight

- A. **3000** LBS with driver after race no added fuel. Track scales are official
- B. Cars failing to make weight after race will be disqualified

- C. All lead must be painted white with car # on it
- D. All lead must be bolted to frame or floor

Numbers

- A. 3" wide and 18" high neatly painted and visible and readable in scoring tower
- B. Numbers must be painted on both sides and roof

Teardowns

- A. Limited to winner and only by the second place finisher
- B. \$500 for top half and \$800 for complete engine
- C. Track retains \$100 regardless of decision

All final decisions will be made by track officials

Figure 1

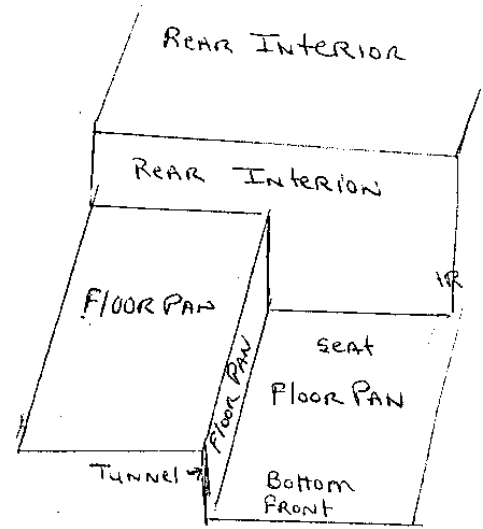
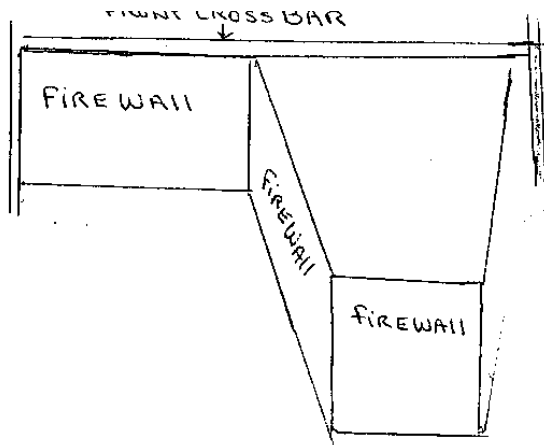
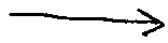


Figure 2

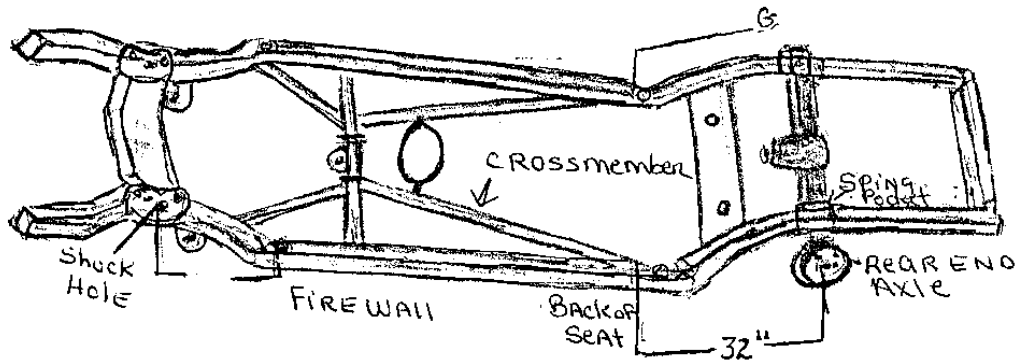
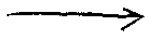


Figure 3

