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## 2018 PURE STOCK RULES PLEASE READ CAREFULLY!

**NOTE: The Pure Stock class for streetcars is designed to be fun while creating a safe atmosphere for the new and young racers and is not intended to be a high dollar car division. The top 5 cars will receive a trophy. PURE STOCK MEANS JUST THAT; ALL-ORIGINAL PARTS. NO SWITCHING PARTS.**

**ATTENTION ALL COMPETITORS!! WE HAVE THE CAPABILITY OF EXTENSIVE TECHNICAL INSPECTIONS ON ALL CRATE MOTORS. ANYONE CAUGHT CHEATING WITH INTERNAL MODIFICATIONS WILL BE SUSPENDED FOR A MINIMUM OF ONE (1) YEAR.**

**MANDATORY TOW HOOKS ON BOTH FRONT AND REAR MUST BE INSTALLED ON ALL CARS. NO CABLES, NO LIGHTWEIGHT CHAINS!!**

**VERY IMPORTANT! PLEASE MAKE ALL CARS LEGAL! WE WOULD LIKE TO MAKE THE 2018 SEASON FAIR, FUN AND EQUAL FOR ALL. WE APPRECIATE YOUR COOPERATION IN THIS MATTER.**

### **TRANSPONDERS ARE MANDATORY FOR THE 2018 SEASON!!!**

You can purchase the AMB Transponder or you can rent one from AMB. We do not sell them at the track. Transponder should be placed a minimum of 15" from the back of the rear end tube and a maximum of 20". It must be no higher than 18" off the ground. You should also place a white label with your transponder number on the dash where tech inspectors can easily see it. Do not encase transponder unit with any metal, as this will negatively affect the computer's ability to read the transponder signal.

### **ALL ILLEGAL PARTS WILL BE CONFISCATED AND THEREFORE THE PROPERTY OF LVAR.**

*Each Pure Stock will be inspected for the following performance enhanced items:*

<b>a. Carburetor</b>	<b>b. Pistons</b>	<b>c. Intake</b>	<b>d. Heads</b>
<b>e. Cams</b>	<b>f. Fuel Pump &amp; Location</b>	<b>g. Engine Location</b>	

- 1. ENGINES** – Chevrolet – A stock 350 cubic inch engine may replace any other Chevy V-8 Engine. Maximum overbore on Chevy **.040**. All other makes and models must retain stock model and type of car. Maximum cubic inch limit in any car is 360 cubic inch. No removal or alterations to casting numbers allowed on any engine part.

**OPTIONAL 602 GM CRATE ENGINE PACKAGE:**

- a. Requires us of GM Crate racing engine Part #88958602 or Part #19258602.
- b. Spec carburetor adapter plate is the only spacer allowed. 1", no alterations allowed.
- c. Crate motor maximum 5:13 rear end gear.

**b. CRANKSHAFT** – Must be OEM stock for engine used.

- aa. No lightening holes, O.D., trimming or any other lightening features. Oil holes may be chamfered.
  - bb. Main bearing diameter 2.448. cc. Connecting rod journal diameter 2.100.
  - dd. Minimum weight 48lbs.
  - ee. All throws and counter weights must not be narrowed or knife-edged. No center cutting on counter weights. No holes through crank pins.

**c. PISTONS** – Domed Pistons NOT ALLOWED. Flat Top pistons are allowed. 2 or 4 valve full skirt.

**d. RODS** – Stock OEM connecting rods must be used. No modifications allowed. Aftermarket rod bolts are allowed. **MUST be 5.7 length.**

**e. CYLINDER HEADS** – STOCK OEM IRON HEADS ALLOWED. No guide plates allowed. NO VORTEC, BOW TIE, DART, BRODEX, ETC., or ALUMINUM HEADS ALLOWED. NO Angle milling allowed. No Angle Plug heads allowed. No more than 3 cc's can be flat machined or ground from gasket surface of cylinder heads. Factory cc specs will be used as guidelines. Valve stem diameter to be .343" +/- .005". Intake valve head diameter not to exceed 1.940" – Exhaust valve diameter not to exceed 1.500". **Screw in studs allowed. And poly locks.**

**F. CAMSHAFT** – Hydraulic cams and lifters ONLY. No roller cams or lifters allowed. Camshaft lift may be measured at the valve rocker arm. The maximum valve lift will be as follows:

<b>ENGINE:</b>	<b>INTAKE</b>	<b>EXHAUST</b>
Chevrolet	.390	.410
Ford Windsor	.427	.465
Ford Cleveland	.461	.463
Chrysler	.429	.444
Oldsmobile	.450	.450
Pontiac	.400	.410
Buick	.402	.418

**g. ROCKER ARMS** – Stock rockers and stock ratio **(1.5)** must be maintained. **Long slot rockers allowed.** No guide plates.

**h. EXHAUST MANIFOLDS** – Stock OEM cast iron exhaust manifolds ONLY.

**i. INTAKE MANIFOLDS** – Stock cast iron two-barrel intake manifold for year, make and model of engine type – NO aluminum.

- The maximum thickness of gaskets and spacer (if used) must not exceed a total of ¼", which will be measured from the base of the carburetor to the top of the intake manifold.

**ii. IGNITION** – Stock OEM point or HEI distributors allowed. No aftermarket distributors allowed. NO MSD or ACCEL. Stock coils only.

**iii. FUEL PUMP** – Stock OEM fuel pump or Holley fuel pump allowed.

**iv. CARBURETORS** – Any open motor or 602 crate engine can use any stock two barrel Rochester or 4412 carburetor. Keith Dorton carburetor will not be allowed.

v. **OILING SYSTEM** – NO racing oil pans. A 1" diameter inspection plug is mandatory on open motors.  
vi. **BELL HOUSING** – Standard transmission cars must have commercially manufactured all steel blowshield. A 1" diameter inspection hole MUST be located at the top of the bell housing to permit a visual inspection of the flywheel and converter.

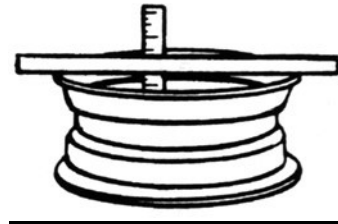
vii. GM or Ford serpentine belt systems allowed, aluminum pulley systems are allowed.

**BODY** – Bodies and body dimensions must remain stock OEM the rear pan can be positioned anywhere from the top of the transmission hump behind the toll cage to the bottom of the rear window firewall front has to be full from fender to fender. **No cock pitting allowed.**

2. **TRANSMISSION** – Cars using an automatic transmission must have stock OEM converters. Standard transmission must have stock size flywheel, clutch & pressure plate. NO 4 SPEEDS ALLOWED!
3. **WHEELBASE** – Minimum 107" center to center.
4. **GAS TANK** – Must be relocated into truck of car and a metal firewall placed over back of the rear seat deck. Fuel tank must be located in the center of the trunk area.
5. Aluminum radiators are allowed, but must be stock type. **NO RACING TYPE RADIATORS.**
6. **TIRES & WHEELS** – All 4 tires must be the same letter and number size. Street tires only, DOT racing tires are not allowed. Maximum size P225, 70 series or higher. 14 or 15" diameter OEM wheels or any 7" wide, 3" offset +/- ¼" tolerance. steel aftermarket wheel. Wheels and tires must be the same size – ½" allowance on wheel width. NO GROOVING ALLOWED. Stock-tread only, No mud, snow, studded, directional or re-cap tires allowed.

### **MEASURING WHEEL BACKSPACE**

Wheel offset is measured from the back edge of the wheel to the mounting pad. The easiest way to do this is to lay the wheel face down; put a straight edge across the back of the wheel and measure down the mounting pad.



8. **SEAT** – A commercially manufactured ALUMINUM racing seat is mandatory. Seat must be securely fastened to roll cage in 6 spots – 4 on the bottom and 2 on the back of the seat. A functional padded headrest must be in line with the center of the driver's head if not using a top-racing seat. Stock location only. NO fiberglass or plastic seats allowed.
9. **WINDOW NETS** – Mandatory and must be able to open and close. No mirrors.
10. **WINDSHIELD SCREENS** – Windshield screen must be ½" square heavy-duty steel wire screening. Must be supported with two 1" vertical supports at least 1/8" thick. Duct tape sun visors only 6" wide – Visors only until sun goes down.
11. **BELTS & HARNESS** – Mandatory 3" width safety belt and shoulder harness with 2 belts going over the shoulder and of quick release type. A minimum of 1 submarine strap. All belts & harnesses must be securely fastened to roll cage.
12. **SHOCKS** – **NO RACING SHOCKS ALLOWED. Only one shock per wheel permitted and must be in stock location. No jacking bolts allowed.**
13. **SPRINGS** – Coil must be a minimum of 11" inches height front and rear without weight on. Leaf – Same number of leaves on both sides of car. No spring cups/spacers or jacking bolts. No cutting of frames or altering suspension parts.

14. **HELMET & FIRESUIT** – It is mandatory that all drivers wear an approved racing firesuit and racing helmet (2000 Snell approved or newer). **Full-face helmet is MANDATORY.** Nomex socks, underwear, hood, gloves & shoes recommended.
15. **ROLL BAR** – 4 upright bars will be mandatory with 3 side crash bars on the driver's side.
  - a. The four upright bars must be connected at the top in a square.
  - b. Have a rear support from behind the driver to the frame.
  - c. All cars will be required to have a middle windshield bar that runs from the roof bar downward to the dash bar.
  - d. Gussets on corners are required.
  - e. Padding around driver's head is required.
  - f. 1 ½" outside diameter steel pipe.
  - g. Upright bars behind the driver's seat MUST be X'ed.
  - h. Vent window bar is mandatory on left side extending from left front upper corner to top door cavity sidebars.
  - i. All tubing in the engine and trunk compartments must fit behind the stock sheet metal and must not be visible from the outside of body. Front bars cannot extend beyond rear of radiator. 1" square tubing or 1" round tubing allowed in front of radiator used for radiator support ONLY.
  - j. **Roll cage set back minimum 29" from upright main to center of rear end on any new built car.**
16. **MUFFLERS** – ONLY stock "California Turbo" or 18" "Cherry Bomb" mufflers will be allowed. Maximum exhaust pipe diameter will be 2 ½". Complete exhaust system must remain under the car and exit behind the doors. **No modified type mufflers will be allowed.**
17. **BUMPERS** Bumpers must be welded to the frame support to prevent them from rolling off. Bumper ends must be plated, bolted, or welded to the fenders or quarters to prevent hooking.
18. **CONTROL ARMS** – Any stock configuration aftermarket tubular upper A-Arms will be allowed. A-Arms must be one-piece steel, non-adjustable cross shaft with stock steel ball joint. Distance from center of cross shaft to center of ball joint is 8" on right side and 8 1/2" on left side. No other lengths will be allowed. Lower control arms should be original equipment stamped steel mounted in stock location on frame. Stock lower control arm length is 14 3/8" measured from mounting center line on frame to center of ball joint. All measurements are for 78-88 GM metric chassis components. NO monoball bushings allowed. These control arms are available at Capital Warehouse (800) 278-2692.
19. **REAR ENDS** – Must be stock OEM. Stock tread width must be maintained. Rear control arms should be stock stamped OEM with all mounting points on frame and rear end housing in stock location. Upper control arm length is 11 ¼" measured from center of bushing to center of mounting hole. Lower control arms measure 19 ¼" center to center on bushings. Measurements are for 78-88 GM metric chassis components. **The maximum width of rear-end is 61".**
  - a. **Ford 9 inch rear end allowed. Gear rule for crate engine only 5:13 final, full floater rear end will not be allowed, rear end must be in stock mounting points. Open Motor has no gear rule.**
  - b. **Rear Disk brakes are allowed (no aluminum calipers) no brake bias adjuster allowed.**
20. **BATTERY** – Must be mounted in the firewall where the heater core was located. The battery must be completely sealed from the driver's compartment.
21. **DRIVE SHAFT** – Drive shaft must be painted white **STEEL ONLY.** All cars must have driveshaft sling no more than 6" behind front U-Joint.
22. **WEIGHT** – Minimum 3000lbs., with driver anytime. NO 2%. Track scales are official.

23. **HANDCAPPING** – After the first two (2) weeks, you will be handicapped exactly like all other classes.
- a.** If you allow another driver to race your car, you must designate a new number for the car and have it on the car for that race. You must also let the handicappers know about this change prior to warm-ups on that event (not after features have been run). If you fail to do so, points will not be awarded to either driver for that event.
  - b.** Starting line up will be based upon the prior 3 races.
  - c.** Pure Stock 1 and 2 are to be 10 lap races. Pure Stock 3 will be 12 laps.

**LEBANON VALLEY SPEEDWAY MANAGEMENT WILL NOT ACCEPT A VISUAL PROTEST AFTER THE START OF THE MAIN EVENT. ALL VISUAL PROTESTS MUST BE MADE PRIOR TO THE MAIN EVENT.**

**PLEASE NOTE THAT IF IT DOESN'T SAY DO IT, DON'T DO IT!!!**

**Overly Competitive Cars May Be Subject To A Weight Penalty On The Front, Rear Or A Percentage.**