

Accord Speedway Pure Stock Rules

Weight: 3200lbs

*Aftermarket or aluminum bodies will be 3300 lbs

General Specifications:

The Pure Stock Division is for the Hobby/entry level driver and is not intended to be a high dollar car division. These rules are for the safety and fairness of all in the Pure Stock division. All drivers must be at least 14 years old. All drivers under 18 yrs of age must have on file at the speedway a release form signed by a parent or legal guardian. A mandatory fire extinguisher capable of putting out fuel and oil fires will be on hand in the cars pit area, (not mounted in car).

Cars are subject to inspection/re-inspection any time during the season to ensure compliance with the rules, especially following major damage from wrecks. Tech inspectors and Track Officials reserve the right to perform an in depth technical inspection on any car they feel is not in compliance with rules no matter what position the car finished in the event. Any car found not in compliance with the rules EXCEPT THOSE RULES CONCERNING THE PERSONAL SAFETY OF ANY AND ALL will be allowed to participate in the event, but will be automatically disqualified from receiving prize money and points for that event, and will not be eligible to participate in future events until the infractions are corrected.

All qualified cars in the heats, consi and feature must immediately report to the scales. Failure to do so will result in being disqualified.

WHEELBASE:

Stock OEM measurements for year make and model. No station wagons, convertibles, 4 wheel drives, front wheel drives, suburbans, SUV's, or pick up trucks.

WINDSHIELD SCREENS:

All glass must be removed. Windshield screens will be fabricated from heavy steel mesh welded wire screening with minimum ½" square openings. One support bar will run from Halo of cage to dash support bar. Screen must cover entire windshield opening. Window Nets are mandatory and must be able to easily be opened from both inside the car by driver and outside the car by safety personnel.

STOCK APPEARANCE:

Fenders and rear wheel wells may be cut away in a reasonable manner to allow for tire clearance. Front and rear inner wheel wells may be removed. No sharp or jagged edges. All chrome and exterior trim must be removed. No rear view mirrors. All holes (machined, cut or rust) will be covered and sealed in firewall, floor pans, and trunk bulkhead to prevent fire and or hot liquids from entering driver's area especially where the fuel line passes through the trunk bulkhead and firewall. Inner tin design such as cockpit and completely fabricated floor pans and or firewalls are at the discretion of Tech. Bulkhead between trunk and drivers area must be completely sealed off. The only exception of a hole through the firewall will be for reasonable clearance for throttle linkage. Aftermarket steel bodies such as Performance Bodies or Five Star may be used as long as it matches make and model of manufacturer. Nose and tail full covers are mandatory unless stock covers are used. No front or rear support bars can be exposed. Spoiler maximum height is 5 inches. No dominator style wings or wings on the roof. Spoiler may be stock for the make and model. Exterior openings such as head light, marker light and tail light may be covered. Four retaining pins must secure hood and deck lid unless original hinges are used the two will suffice.

Bumpers may be stock with ends covered to prevent snagging or tubular under plastic nose and tail skirts. Tow hooks mandatory front and rear unless an expectable place is available for hook up. Bodies must be securely fastened. Welding, bolting, pop rivets and body fasteners are all acceptable means of securing.

WHEELS:

Steel wheels only. If using OEM Wheels you must spot weld plate to strengthen on the inside of the wheel. 1" lugs are mandatory. Wheel size may be 7 or 8". You may mix and match wheel backspacing. Wheel spacers are legal.

TIRES:

DOT Tires mandatory. Max 8" min tread wear rating of 375. No snow lugs, re-treads or made for racing tires allowed. Sidewall markings must be legible. You may grind tires to clean up edges.

FUEL CELL:

Max is 22 gallons. Cell must be centered in trunk area and must remain above rear frame rails behind rear axle. A catch can is highly recommended. Fuel lines will be steel braided or steel tubing from fuel cell through driver's area to carburetor and must have a fuel shut off valve within easy reach of driver. Fuel shut-off should be labeled and painted a bright color so it can be easily identified by safety crew. OEM rubber line and OEM fuel tanks are not allowed. A one way check valve must be installed to vent in the event of a roll over.

FUEL:

Track race fuel or Pump gas. No E85 or methanol fuel.

ENGINES:

V8 Engines only. 350 GM, 351 Ford, 360 Chrysler carbureted engines only. Sealed 602 Crate is also a legal option. No fuel injection. OEM firing order must be maintained.

INTAKE MANIFOLD:

Stock OEM two barrel cast intake manifold required on built engines. No porting or polishing. No aluminum intakes on built motors. 602 Crate must run intake that motor comes with and purchase adaptor plate for 2 barrel Rochester carb.

CARBURETORS:

2 barrel 350 or 500 CFM Rochester only. 500 CFM can be purchased through Speedway Motors, Day Motorsports, Performance Bodies ECT. Max 1 11/16 throttle bore and 1 3/8 venturi. A 1" spacer may be used under carburetor on built motors. You may not use anything on a 602 intake other than the adapter for the 2 barrel. A washable filter element is allowed. A standard aftermarket air cleaner housing is allowed. No forced air housing such as controlled flow.

FUEL PUMP:

May be after market.

RADIATORS:

Radiator and engine must remain in stock location. Aluminum radiators allowed stock core size only. Catch can for overflow is mandatory.

CRANKSHAFT:

Crankshaft will be stock OEM for engine. NO lightning or boring allowed.

PISTONS:

Pistons will be OEM or stock replacement. No POP UPS ALLOWED. Flat top only two or four valve relief. Max over bore is .60. Stock OEM or stock replacement I beam rods only. (5.7 CHEVY)

CYLINDER HEADS:

Will be stock OEM heads only. No Vortec, Bowtie, DART, or Aluminum heads. No angle plug heads. No porting or polishing. Intake and exhaust valves are as follows, Chevy 1.94 intake/1.50 exhaust, Ford 1.94 intake/1.60 exhaust, Chrysler 1.88 intake/1.60 exhaust. Guide plates, screw in studs, and poly locks allowed.

ROCKER ARMS:

Rocker arms (built motor) may be long slot aftermarket or stock replacement roller tip. 1.5 rockers only.

PULLEY SYSTEM:

May be steel or aluminum, v belt or serpentine. Should be stock appearing, no cog systems type allowed.

IGNITION:

Stock OEM breaker point ignition and HEI electronic ignition distributors only. No modifying or locking of distributor. Ignition and battery disconnect switches will be mounted and labeled so they can be easily identified by track officials. Indicator lights are highly recommended. No car with a stock steering column will be permitted to run any event during the season. OEM firing order as per manufacturer.

THROTTLE LINKAGE:

Will be of solid steel rod only. No throttle cables allowed. Dual throttle springs are mandatory. Toe strap on throttle pedal is highly recommended.

EXHAUST:

Exhaust manifolds only no headers. Must be OEM cast iron. No center dump or Ram Horn. No porting or polishing or internal exhaust coating. Exhaust pipe will be 2.5" max. May be single or dual exhaust and must exit behind driver. Welding of joints is highly recommended. Mufflers are mandatory. Only baffled style mufflers allowed, Turbo 400, Hush Trush, California Turbo or Flowmasters. No removing of the baffles. No cherry bombs.

BATTERY:

Will remain in engine compartment sealed off from driver's compartment and securely mounted. A battery disconnect relay is highly recommended. Charging system must be maintained in a

functional state to allow car to be self starting. Any car that will not start on its own will be automatically placed at the rear of the field, no matter where handicapper placed car to start.

PADDING:

Any cage bars within 18" of drivers body, extended arms, legs and head must be padded. Steering wheel must also be padded.

ALUMINUM RACING SEATS:

Aluminum racing seats are mandatory. No fiberglass seats. Seats will be securely fastened with 6 bolts. 4 on the bottom and 2 on the top secured to cage and frame.

HELMETS:

All drivers will wear a SNELL 2015 or newer approved helmet. Full face is highly recommended. Date of manufacture tag must be present inside the helmet. All drivers must wear a fire suit. One piece is highly recommended. Fire retardant underwear and racing shoes are highly recommended. Gloves and neck brace are mandatory. Head and neck restraint is recommended. One way radios and transponders are mandatory.

BELT AND HARNESS:

3" width 5 point racing harness mandatory with quick release style fastening. Belts will be within manufacture's printed expiration date. Fraying, weathering, or worn stitching and or excessive stiffness due to weathering will be rejected. Belts must be securely fastened to cage and frame. Will allow 2 inch belts if using a neck support/Hans style device that requires it.

TRANSMISSION:

Scatter Shield for manual transmission is mandatory. Fly wheel and clutch must be OEM. Automatic transmissions must run OEM sized stock converter and shatter blanket is highly recommended. No trick stall converters. Converter must allow car to idle in every gear and obtain a stall speed. NO direct drives ram couplers, external solenoids, hollow or dummy converters. All gears must work for both auto and manual.

DRIVE TRAIN:

Drive shafts will be steel only and painted white. Drive shaft loop of at least 1/8" material and at least 2" wide must be installed no more than 6" behind front u-joint.

REAR END:

GM 10 or 12 bolt or Ford 9" non floaters allowed.

SUSPENSION:

Suspension must remain in stock location. After market upper controls are permitted must meet stock dimensions. Rear upper and lower after market trailing arms permitted must meet stock dimensions. After market coil springs permitted on full framed cars as well as aftermarket leaf springs on Camaro as long as OEM length and number of leafs are represented. Adjustable spring cups allowed in front. Non adjustable non re buildable gas shocks such as Bilstein Street Stock Shocks allowed. Shocks will not exceed \$200 per shock and must be stock mount only.

BRAKES:

Brakes will be OEM or stock replacement type. All four brakes must function. Brakes are subject to inspection at any time. Aftermarket dual master cylinders allowed. Rear stock replacement disk brakes allowed. Proportioning valves or similar equipment is allowed.