



## 2012 PURE STOCK RULES

### GENERAL RULES:

GTRP Pure stocks are designed to be an entry level class. Age requirement is 14 years of age and up. Ages 14 -17 must have a notarized release form signed by their legal guardian/parent and birth certificate on file. Drivers may not move from class to class. If you start the season in another class, you may not move down to pure stock during the same year. If the pure stock driver races in any other class throughout the season more than twice, he/she may not continue to run pure stock for the remainder of the season. Pure Stock driver MAY NOT run in two classes on the same race night.

Weight Rule: 3400 pounds

### BODY AND FRAME:

Any American made GM or Ford metric frame passenger car, metric framed station wagon, S-10, Ranger pick-up and Novas are permitted. All cars must retain stock wheelbase for make and model. Cars must retain stock body pieces, floor pan, and stock firewalls. Any rusted pieces must be replaced with 20 gauge steel. Trunk area floor pan required; may be removed outside of frame rails, rearward of wheel houses.

1. Fenders may be cut for tire clearance. Cutting will not exceed 7 inches of the tire circumference.
2. Front inside fender wells may be removed.
3. Body sheet metal must be in place at the beginning of each race event and kept in an acceptable appearance throughout the season.
4. Doors must be welded or bolted shut.
5. All glass, fiberglass, plastic and trim must be completely removed from the car.
6. Driver and passenger door may be gutted for roll cage installation. Also may gut hood for safety. No other gutting of car allowed. THIS INCLUDES TRUNK AND ROOF AS WELL.
7. Hood and trunk must be secured with hood pins at all times. No holes allowed in hood except for hood pin holes.
8. All openings in car that could present a safety hazard to car occupant must be sealed with 20 ga steel.
9. Stock OEM bumpers are required for the same year, make and model of car. Bumper loops are also required in front and rear to protect the radiator and fuel cell. The tubing will not exceed .095 x 1 ½ O.D. with a maximum height of 6 inches tall and not wider than the frame.
10. Body may not be altered from its OEM appearance and must remain in stock location. No roof raking.
11. One nerf bar is allowed on each side of the race car. Each nerf bar will not exceed 1½" outside dimension, and may be of square or round steel tubing. Forward end of nerf bar will be rounded and closed, with no sharp edges, and will be rounded, or bent, in toward body sheet metal. Neither nerf bar will extend

forward of the forward edge of front door outer panel nor rearward of the front edge of the rear wheel opening. No part of any nerf bar will extend out past the outer line of the tires.

#### ENGINE:

1. Any straight or V-6 cylinder or V-8 engine with a maximum 361 cubic inch engine: must remain in stock location. Stock motor mounts are required, may use OEM stock steel replacement motor mounts, which must be bolted into stock location. Flat top or dish pistons only, must be cast, no forged pistons.
2. Cylinder heads must be stock of year, make and model. (305 ON 305, 350 ON 350, ECT.) No closed nor partially closed chambered heads. No vortec heads. Maximum 1.94 intake valves and 1.50 exhaust valve. Heads may be flat milled for surfacing reasons only. No angle milling. Studs may be pinned or may also use screw in studs not to exceed 3/8" on the rocker arm side. No interior deburring or grinding allowed. Casting numbers must remain in heads.
3. Cast iron intake manifolds only. No bowtie, marine, or high-rise intakes. No aluminum intakes (even if OEM for year, make and model came with an aluminum intake). No deburring or grinding allowed. No internal modifications of any intake permitted. All casting numbers and firing order must remain unaltered and visible.
4. Carburetor: Only use adapter/spacer Mr. Gasket number 1929 or 1933. A factory stock Holly 350 Carburetor (Part # 0-7448 or Holley rebuilt #65-7448) is the ONLY carburetor allowed. Removal of the choke flap is the only modification allowed. Ram air or forced induction NOT allowed.
5. Any brand, style or size air cleaner is allowed, but no type of RAM air or forced air induction will be allowed.
6. After-market valve cover with breather tubes may be used.
7. Camshaft and lifters Camshaft and lifters must be OEM hydraulic style only; Roller lifters of any type are not permitted. Camshaft lobes not to exceed .300. Maximum valve lift allowed is .450", measured at the valve. Mechanical lifter may be used by tech, for testing purposes. Engine must hold minimum of 15" vacuum at 1000 engine RPM. (.300 with 1.5 rocker arms equal .450 at the valve) 1.6 rocker arms not allowed. Stock or stock replacement fully hydraulic lifters.
8. Stock appearing rods only. Rods must be 5.7" rods only. 3.48 stroke only.
9. Stock appearing crank only. No lightweight cranks allowed. No knife edge, no bull nosing, undercut or drilling of second or third rod journals throw allowed.
10. Exhaust manifolds must be stock cast iron only. No corvette style (2.5" port exhaust) stock manifolds. No porting, polishing, acid treatment or coatings. Exhaust pipes must extend past driver's compartment.
11. Maximum engine cranking compression is 160 psi. For testing, with one or all spark plugs removed from the engine, the engine rotating assembly will be "spun" by the starter for five "hits" on the cylinder being tested and the resulting compression gauge reading recorded for that engine.
12. Must have an oil pan 1" inspection plug between the 2<sup>nd</sup> and 3<sup>rd</sup> bolt holes from the front of the motor on the drivers side to avoid oil pan removal. No obstruction inside of pan.

### ROLL CAGE:

1. Roll cage must be constructed of no less than 1.5" x .095" steel tubing. Main roll cage and halo must be a minimum of 1" above drivers head. A minimum of 3 drivers door bars are required and a minimum of 2 passenger door bars are required. All roll cage welds must be complete.
2. Floor pan may be cut for roll cage installation clearance only. Minimum of 20 ga. steel for replacement around cage.
3. X bracing under the driver (frame to frame) and sub frame connectors is permitted.
4. Windshield bars must be solid steel bars, minimum 3/8" OD. Windshield bars must extend from upper windshield flange at roof to lower windshield flange at cowl. A minimum of three vertical windshield bars are required in front of driver.
5. Driver must be in stock OEM seating location.

### ELECTRICAL:

1. All cars must have an ignition switch clearly labeled.
2. The car must have a battery disconnect switch located outside the car and easily accessible to emergency personnel. If the car is equipped with a working alternator the switch must disable alternator as well.
3. Only 1 twelve volt battery is allowed. Battery and box must be securely mounted and enclosed if in driver's compartment or trunk.

### FUEL CELL:

Must be securely mounted in trunk of car between frame rails. All cars must have a fuel cell with maximum capacity of 22 gallons. All fuel cells must have a roll-over valve. No plastic boat tanks. You can run gasoline only with no additives.

### TRANSMISSION:

Any automatic stock transmission (powerglide or turbo 350). All torque converters must be 12 inches, working, with no modifications. All forward gears must be in working order on all transmissions, with a neutral and working reverse. No over-drive transmissions. No standards. Transmission cooler OK but must be out of drivers compartment or shielded to protect driver. With engine at idle, and brake applied, transmission must accept shift from "neutral" gear to "reverse" gear, and from "neutral" gear to "low" gear, without causing engine to stall. Race car must remain stationary during such shifting and testing.

### DRIVESHAFT:

All drive shafts must be steel and painted white. Driver shaft must have a safety loop within 6 inches of the front u-joint. No chain loops allowed.

### REAR-END:

Rear-end must be stock OEM for make and model of car. Any gear ratio is allowed as long as the housing doesn't have to be altered. Rear end must be locked. Mini spools are OK. No limited slip or posi-traction.

### BRAKES:

Brake system must remain stock OEM to make and model. No aftermarket components of any kind. Stock pedal and stock OEM master cylinders required. Brake pedal may not be extended. Car must have minimum of 3 wheel brakes in working order at all times. For safety purposes, rear disc brakes will be mandatory by June 1, 2011. Rear disc brakes must have steel components only. Brake caliper must be of single piston type only.

### STEERING:

MUST USE STOCK OEM STEERING FOR MAKE AND MODEL. MAY USE AFTER MARKET STEERING SHAFT AND QUICK RELEASE STEERING WHEEL DISCONNECT. NO Quick Steer of any kind or type.

### SUSPENSION:

Suspension parts must remain stock for make and model. No modification to any suspension components. No adjustable or non-adjustable spring spacers. Stock or racing springs allowed. No longer than 13" flat or pigtail springs, (steel only). Leaf spring cars may use lowering blocks. No racing shocks, this includes Afco, Pro, Bilstein, QA1, or Integra shocks that are painted over. A-Arm bushing may be replaced with stock style OEM type only.

### TIRES:

60 Series DOT, KK704, Hoosier G60 with the IMCA stamp. Only the stated tires are legal.

### WHEELS:

1. Any 2" or 3" offset 8 inch steel wheel permitted. Wheel minimum weight is 22 lbs. No light weight wheels permitted.
2. 5/8 studs and 1 inch lug nuts are required.
3. No beadlocks. Wheel spacers are allowed.

### RADIATOR:

Only one radiator is permitted in stock location. Aluminum radiator allowed.

### FUEL PUMP:

Fuel pump must be stock mount push rod activated. Aftermarket manual type pumps OK. (Example: Carter, AC, Holley)

### DRIVER RESTRAINTS:

1. Aluminum racing seats with rib supports are required. Seats must be securely mounted to chassis, not floor pan, with a minimum of four 3/8" bolts. Seat may not be positioned further back than original location.
2. 5 point safety harnesses are required. Required: S.F.I. tag must be legible and no more than 3 years old. Must be bolted to the roll cage and frame with a minimum bolt size of 7/16 inch bolts.

3. A properly installed, full size driver's side window net is required. Sprint car type window nets are not allowed.
4. All helmets must be a full face, current Snell 90 or newer sticker in it. Snell SA90 & SA00 legal.
5. All drivers are required to wear fire resistant driving suit and gloves. No nomex coveralls will be allowed. Neck braces are mandatory. Fire resistant shoes are recommended.

**SCORING:**

Numbers must be 24" high and 4" wide on both sides of the car and 28" tall on the roof and positioned so it can be read from the passenger side. Cars must be painted and numbered neatly and to be seen easily by the scorekeepers. The number on the roof is the most important number. Reflective vinyl is NOT recommended for roof application due to the poor readability. When positioning the number on the roof it should be readable from the passenger door.