

2010 PURE STOCK RULES

CHATEAU RACEWAY

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The sole intent is to provide a low cost entry-level class of racecars.

These cars are to be Stock for year and make and model and are intended to stay that way.

CAR & BODIES

American built passenger cars with minimum wheelbase of 108" or 110" uni-body with sub-frame installed 2 or 4 door, hardtops or coupes. NO ragtops, truck, camaros, or firebirds or front wheel drive or 4WD. ALL GLASS & BURNABLE INTERIOR must be removed. CAR must be stripped of all chrome moldings; pop metal, plastic and fiberglass. Steering must remain in stock position. Remove or disable steering lock. Quick release hub highly recommended. NO steering quickknurs of any kind. Quick release hood pins only on hood and trunk. No wing nuts, bungees, wires, or chains. Interior cannot be boxed in. Stock firewall between trunk and interior and between motor and interior stock floor pan. The trunk floor pan may be removed. You may remove outer half of rear fender wells. Removal only to factory seam allowed. Wheel openings may be trimmed for tire clearance only! Repairs for rust but original body may not be cut away. Must have bars and screen in half of windshield opening. Doorplate in drivers door with minimum thickness of 18 gauge. Stock appearing nosepiece one hoop in front of radiator, frame mounted, behind grill with one kickback on each side not to extend beyond spring tower max 1 3/4" OD. **Must have stock radiator core support.** Tow hooks and/or loops mandatory both front and rear of car. The tow hooks must be visible and painted orange. Bumpers must be anchored securely (welded, chained, or bolted to body.) NO SHARP EDGES! Minimum 3200 pounds total weight, with driver after race. No gas, oil, or transmission lines or hoses may be run in the cockpit unless they are braided steel lines. All weights must be fastened with (2) 1/2" bolts grade 5 or grade 8. No ready rod allowed. NO cast iron weights. NO steel plates. No cement filled tubes, etc. Sun visors allowed with 7" max height. With number on visor closest to drivers door.

BATTERY

12-volt only battery must be mounted inside drivers compartment, or between frame rails inside trunk. Must be in marine type case. All batteries must be securely mounted and shielded. All cars must have battery kill switch clearly labeled "ON AND OFF", accessible for driver with seatbelts on.

FUEL TANKS

Original gas tank must be removed. Safety approved fuel cells are mandatory. Maximum of 22 gallons. Fuel cells must be mounted in a metal case and surrounded with a minimum of two (2) 1/8 inch by two (2) inch metal straps. Fuel cell must be equipped with a device to prevent fuel leakage in the event of vehicle upset. Any fuel cell vent must extend to bottom of fuel cell and be fastened at lowest point. No vented caps allowed. It is recommended that fuel cell caps be fastened to the fuel cell. Must be mounted above frame rails.

SEAT AND SAFETY

HELMETS

Helmets are required and must be worn at all times when car is on the track. Helmets must be a minimum of SNELL SA2000 rated. Helmets must not have any visible defects. Any helmet deemed unsafe by track officials, will not be allowed to be used by drivers. Helmet must accompany driver to scale and tech area. Helmet must have fullface shield and must be in place when racing. Any helmet deemed unsafe by tech officials will require the item to be corrected. Such corrections must be reviewed by tech officials before car is allowed to race. **In 2012 SA2005 helmets required.**

DRIVERS SUIT

Drivers suit of flame retardant material is required. If using a two piece suit, top and bottom must be worn at the same time. Suit must be in good condition (no holes, free of oil and grease, etc.).

SAFETY HARNESS, BELTS, AND NETS

Safety harness must be minimum five (5) point with anti-submarine belt. Belts must be fastened to roll cage. Safety harness and belts must be a minimum of three (3) inches wide. Metal to metal buckles are required on the shoulder harness, lap belt, and anti-submarine belt. All belts and harness must be no older than five (5) years. All belts and harnesses must be made by a commercial manufacturer and intended for competition use. Window nets are required. Removal or defacing of date code will deem belts and harness illegal. Window net must be fastened to roll cage or door bars. Net must be securely fastened at lower edge and have release mechanism at upper front of window opening and accessible to driver while in the car. Roll bar padding and neck braces are strongly recommended.

ROLL CAGE

Main cage must be minimum of 1 3/4" OD. mild steel tubing must have wall thickness of at least 0.095. No iron pipe or square tubing allowed. No brazing or soldering allowed. Minimum of four (4) horizontal bars in drivers door. Must be frame mounted in at least six (6) places. Must consist of a front and rear hoop connected by tubing on top side, above drivers head. Roll cage may extend to rear bumper ahead of firewall to rear of "A" frame.

SUSPENSION

No modification of suspension allowed at all.

REAR SUSPENSION

Rear springs must be stock appearing with pig tail end. Must use stock mounts. Must use stock shocks and stock mounts

FRONT SUSPENSION

Front springs must be stock appearing. Min. 5" dia.

None adjustable front spring cups are allowed.

No chains, no alterations to suspension. No racing suspension allowed. Shocks must be stock and in stock location. Original spring pockets must not be altered. No adjustable weight jacks.

BRAKES

No adjustable proportioning valve. Operable and effective 4-wheel brakes mandatory at all times. All brake components must be stock. No 3-wheel or brake shut off. No disk brakes on rear of car. Dual chamber OEM master cylinder mandatory.

WHEELS AND TIRES

Eight (8) inch maximum rim, steel white spoke wheel or ISSOTA approved racing wheel on right side of car. Optional on left side of car. All wheels must use over size steel lug nuts of one inch. No bead locks or screws, no spacers, or adaptors, no aluminum. All wheels must be painted white or bright color to be seen easily in event of loss during the race. Spec tires, maximum 235-75R15 DOT rated highway tire. No snow tires-must be M & S rated. Minimum 215-70R15 with same specs. Must have same size tires on all four corners at all times. Street legal Hoosier tires are legal. No grooving or sipping allowed. Maximum seven (7) inch width tires. Loss of tire or wheel or flat tire must go to the pits immediately.

CARBURATION

Stock Holley 4412 2-barrel 500 CFM only, with restrictor plate as track option. No milling, cutting, or grinding on carburetor. Air horn must be in tack. Stock 2 or 4 barrel intake only. Carburetor adapter and gaskets combined may not exceed one (1 3/8) inch. No carburetor spacers, no electric fuel pumps. Stock fuel pump only. Two (2) throttle return springs. Carburetor claim of \$50.00 with exchange between heat and feature at scale shack. **No E-85 fuel.**

TRANSMISSION AND DIFFERENTIAL

Stock automatic transmissions only. No two (2) speeds. No lock-up or stall converter. Minimum of twelve (12) inch diameter torque converter. Extra cooling for transmission under hood or in the trunk only. Welded gears are all , mini spools are highly recommended. No limited slip type rear ends allowed. (Gold Tracker, Detroit locker, etc.) Gear limited to 356's. Drive shaft loop mandatory. Drive shaft hoop is to mounted no closer than 5" from center of front U-joint and no farther back than 9". Highly recommend after market right rear axle.

ENGINE

No intermarriage of engines allowed (GM for GM and Ford for Ford, etc., only).

A. No aluminum or aftermarket blocks allowed. No splayed or aftermarket main caps allowed. No turning a block that wasn't produced as a 4 bolt main into a 4 bolt main block. No grinding or polishing of any kind allowed to block. The two rear oil return holes in lifter galley can have the flashing ground out of the hole only.

B. All cars must be equipped with an engine with a stock stroke. No intermingling of crankshafts, rods or pistons to change stroke. Crankshaft and connecting rods must be O.E.M. to block with no lightening, grinding, knife edging or polishing of any type.

Polishing of the oil drain holes in the cylinder head is allowed until the end of the 2010 race season. No marine parts. Absolutely no strokers. Balancing is allowed. No aftermarket rods or crankshaft. No aftermarket harmonic balancers allowed. Stock balancers only. Balancer may be degreed but must meet measurements below. No modifications of any kind allowed. No 283, 307, or 327 balancers allowed on any engine other than a 283, 307 or small journal 327. Minimum size 283-307 and small journal 327 is 6 1/8 by 3/4 inch thick. 305, 350 and large journal 327 minimum size is 6 3/4 by 1- 3/16 inch thick. No fluid balancers. No hubs only – balancer must be two piece. Floating wrist pins allowed.

C. The maximum engine over bore permitted will be .040 on the 360 Chrysler engine. On Chevrolet, Ford and 340 Chrysler, the maximum over bore permitted will be .060. Stock-type flat top or dished pistons only. Pistons must be below deck on all engines.

1. Chevrolet engines will be permitted a maximum displacement of 360.4 C.I.D.

2. Ford engines will be permitted a maximum displacement of 362 C.I.D.

3. 360 Chrysler engine will be permitted a maximum displacement of 367 C.I.D.

Engine compression limit 9.5 to 1.

D. Distributors. Stock O.E.M. distributors only. Billet distributors allowed. No multiple-spark boxes. No magnetos or dual-point distributors allowed. Any coil used must fit in stock cap and must use stock coil cover. GM H.E.I. Distributor can be interchanged with Ford and Mopar engines. Adapt a Cap is allowed.

E. Stock cast iron two or four barrel intake manifolds only. No aftermarket, marine, propane, throttle body or fuel injected manifolds. No raised plenum truck manifolds. Absolutely no reworked intake manifolds. No coating, painting, grinding, port matching, polishing or acid porting work in the inside of the intake manifold. Center intake bolt holes may be drilled to match 1987-1995 Chevrolet heads.

F. Cylinder heads O.E.M. only; no angle milling allowed.

1. No angle plug, vortex or camelback heads or comparable camelback heads allowed on Chevrolet. Some of the casting numbers not allowed include: 186, 187, 414,

492, 461, 461x, 462, 432, 041, 040, 370, 10239906, 140 083, 14096217, 10125320, 10208890, 12554290. Also, no A.R.D. heads, no GT40 or magnum heads allowed.

2. No Bowtie, SVO, W2 or any other aftermarket heads allowed at any time.

3. No porting, polishing, grinding or port matching allowed at any time. Valve seats may be ground no further than ¼ -inch below top of the seat.

4. Valve size must match head being used. No 2.02 intake valves on Chevrolet or Chrysler. No 1.6 exhaust valves.

5. Stock ratio rockers only; no fulcrum roller or roller-tipped rockers allowed. No stud girdles allowed. No guide plates allowed. Stamped steel rockers only. No modifications of any kind allowed on rockers except oil hole may be deburred. Valley pans allowed.

6. Valve springs must be the stock diameter for the cylinder head being used.

7. Engine must have stock rubber mounts or steel mount and must be in stock location for the type of engine being used. Must be eight (8) cylinder.

8. No titanium parts of any kind allowed.

G. Camshafts

1. Hydraulic camshafts and lifters only. No roller cams or roller lifters allowed. No mushroom or step lifters allowed. No machining permitted to install cam or lifters. Must be able to remove lifter from top of lifter galley at any time. Bushing of lifter bores is not allowed. Lifters must be steel or iron and must be free to rotate. Maximum cam shaft lift is .465 inch.

2. Any timing chain allowed. No gear drives allowed. Valve timing configuration and firing order must match engine used. Example: Chevy 18436572.

H. Stock cast iron exhaust manifolds allowed. No center-dump manifolds allowed on Chevrolet. Casting numbers also not allowed are 101684 6, 10168494 and 12524289. Stock replacement exhaust manifolds allowed for cast iron stock manifolds currently allowed by rules. No other after-market or reworked manifolds allowed. No headers allowed. Maximum 2 ½ inch O.D. exhaust pipes.

I. One (1) radiator only: Must be in stock location. Aluminum radiator allowed.

J. No crank trigger ignitions allowed.

K. No vacuum pump/air pump allowed.

L. No bee hive-conical type valve springs allowed.

M. External cooling lines maximum of 2 lines from the back of the intake to enter into thermostat housing or spacer. No other external cooling lines allowed.

N. All engines are allowed to run a valve train oil deflector.

O. No Coating, painting or any other work to inside of intake manifolds, heads and block lifter galley allowed.

P. Lifters must collapse a minimum of 100 thousands and be made of magnetic material.

Q. No external oil pumps of any kind allowed.

R. Starter must be in stock location.

S. Main cap girdle not allowed. Crank scraper not allowed.

CAR COLOR AND NUMBERS

All cars must be neatly painted, lettered, and numbered. All cars must be painted on contrasting color on both sides with no profanity or obscene gestures. Large numbers on the roof and on each side of the car doors are required four (4) inches thick and eighteen (18) inches high). Number may consist of one (1) or two (2), but not more than three (3) digits. If additional letter is used it must be at least half the size of the numbers (two (2) inches thick, nine (9) inches high. Car number must be in upper right hand of windshield and rear of car six (6) inches by six (6) in size. Numbers must be in solid colors only.

CHATEAU PURE STOCK PROTEST

All race cars competing in feature event are eligible to protest and are subject to being protested. Verbal intent to protest plus fee (\$125.00 top or bottom) from protesting driver to head tech inspector prior to start of feature race. Protested driver will be notified following feature race. Protest procedure will be followed, same as Street stock procedure. If car is found legal, \$80.00 to legal driver. If illegal, \$80.00 will be returned to protesting driver and illegal driver will be fined \$250.00 for illegal engine, lose all points to date, and will be suspended from racing at Chateau Raceway for fourteen (14) days.

ENGINE CLAIM

Claim is \$250.00 with exchange. Claiming driver is responsible for fees of \$25 per car if using track equipment to lift motors, with a 90-minute time limit. Claiming driver must present money to an official before feature event.

Claim does not include.

1.Flexplate 2.breathers 3.carburetor or spacers 4.starter 5.motor mounts 6.oil/temp sending units 7.fan and pulleys 8.dip stick 9.water pump 10.fuel pump, rod and plate 11.distributor 12.plug wires 13.water outlet and restrictor 14.exhaust manifold and pipes.

CONDUCT

No unsportsmanlike display of temper at any time!!! There will be up to \$500 fine imposed on any driver if driver or crew members are directly involved with any fighting or misconduct at any event.

Driver will be held responsible for pit crew members, car owners, and sponsors. Based on offense, driver will lose money for the night and could lose points to date and could receive a suspension from Chateau Raceway. A second offense will suspend the driver and car for one calendar year. NO INTOXICATING BEVERAGES may be consumed by anyone in the pits until after all classes of racing are completed. Violation will result in disqualification and fined.

TRACK RULES

Waivers - Anyone entering the pits must read and sign waiver. Must wear wristband. Anyone under the age of 18 must also have a minor release form signed by parent or legal guardian of file at the Chateau. Pitman not all on the track at any time, including after their car has raced this could result in disqualification.

If you pull into the pits you go to the back of the pack. If you go 2 laps down you must stay in the pits.

All cars must pack the track, starting with the pure stock and street stock.

FOR YOUR SAFETY -when ever you are on the track, stay in your car at all times. Keep belts tight and helmet on. If you get out of your car, you are disqualified.

TRANSPONDER MUST BE MOUNTED ON THE IN SIDE OF THE PASSANGER SIDE FRAME RAIL. JUST AFTER THE FRAME KICKS OUTWARD.

ANYTHING NOT COVERED IN THE RULES WILL BE DECIDED BY TRACK OFFICIALS. THEIR DECISIONS WILL BE FINAL. CHATEAU RACEWAY MAY REVISE OR AMEND THESE RULES AT ANY TIME. CHANGES ARE BINDING TO ALL PARTICIPANTS.

RULEBOOK DISCLAIMER

The rules and regulations set forth herein are designed to provide orderly conduct of racing events and to establish acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants agree to comply with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 of death to a participant, spectator or official. The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATION. Any interpretation of, or deviation from these rules is left to the discretion of the officials. **THEIR DECISION IS FINAL!**

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