

ALH MOTOR SPEEDWAY PURE STOCK RULES 2015

Home Town Track Rules Allowed, at the discretion of track officials.

A copy of your home town track Pure Stock rules must be provided to track officials for review.

Track officials reserve the right to refuse any car.

TRANSPONDERS: if a transponder is installed it should be mounted 21 to 23 inches behind the center of the right lower ball joint inside the frame rail. If the car does not have a transponder installed in this position, and there is any uncertainty as to the finishing position of the car at the end of the race the benefit of the doubt will go to the car that has a properly mounted transponder, (at the discretion of the track officials).

1. CARS: Minimum wheelbase of 100 inches. No trucks, vans or convertibles of any type. All bodies, steering parts, bumpers, transmissions and frames must remain stock O.E.M. in stock locations. No add-on parts allowed unless specified.

1.1 BODIES: Front and rear firewalls must remain stock with all holes covered. Door skins may be replaced with sheet metal of the same thickness and conform to body. All upholstery must be removed from the car. Wheel wells may be cut out and rounded. Rear trunk floor on full frame cars may be removed. All glass and trim and emblems must be removed, no broken glass in doors. No mirrors allowed. Stock heater allowed in stock location. Any radiator allowed in stock location. Cockpit enclosures not allowed. Towing and lifting points must be provided on the front and rear of car.

2 WHEELS AND TIRES: maximum tire size 275-60 series radial tires only, no off-road, recaps or snow tires allowed. Used Hoosier racing tires allowed, if racing tires are used tread must measure 7/32 or less in one of the tread groves. DOT all season M&S tires allowed. No M&S truck tires unless all season radials.

Steel rims only, 8 inches maximum. Oversized wheel studs and nuts recommended max 5/8 stud. No rims with bead locks allowed on right side of car.

3 BRAKES: 4 Wheel working stock O.E.M. brakes is mandatory, all 4 must lock up.

4 DIFFERENTIALS: Stock passenger rear ends only, Ford 9 inch non-floater differentials allowed in all cars. Must be mounted in the factory stock location for the car. Differentials may be locked or welded. Any gear ratio. No traction control devices. No racing parts allowed.

5 STEERING AND SUSPENSION: Steering column must be collapsible, any steering wheel allowed provided it is properly attached. No adjustments allowed beyond the maximum O.E.M. capabilities. O.E.M. style parts only allowed. No racing parts allowed. Only 1 shock per wheel stock mounted in stock location, no coil-overs allowed.

6 ENGINES: 4, 6 or 8 cylinder, small or big block. Entire engine must remain O.E.M. stock. Small block Chevy 327, 350 and 400 must use a cylinder head with a minimum of 72cc 1cc tolerance. Only GM motor in GM, Ford in Ford etc. **NO MODIFICATIONS TO ENHANCE HORSEPOWER.** No center hole (valve cover) heads eg: vortex. Air conditioning, heater, alternator, and emission devices may be removed. No engine setback allowed. Engine must remain in stock O.E.M. location using O.E.M. engine mounts. No racing or high performance parts allowed unless specified. Flat top pistons only, pistons cannot go past top of block. Maximum overbore .060 inches. Maximum compression ratio 9.5 to 1. Maximum camshaft lift intake/exhaust is .450 inches, including stock rocker ratio. Hydraulic cams only. No roller rockers/lifters. No aluminum intakes, heads or blocks. No Vortec, Magnum or Boss heads. Cast iron exhaust manifolds only, no center dumps or

factory tuned manifolds allowed. Exhaust pipes must extend past the rear transmission mount. Stock type ignition system for that make of car.

7 TRANSMISSIONS: Automatic transmissions only, no power glides allowed. Transmissions must be stock O.E.M. no modifications allowed, with the exception of disabling the kick-down mechanism. All forward gears and reverse must function. No gutting of transmission parts. O.E.M. functioning torque converters only. Transmission oil coolers may be mounted inside the passenger compartment, coolers and lines should be mounted in such a manner as to minimize oil spraying on the driver in case of an oil leak.

8 Fuel system: Naturally aspirated O.E.M. stock carburetor, choke plate and unnecessary external parts may be removed, no other modifications allowed. 1 ¼ inch carb adapter plate may be used, distance from intake to base of carb must not exceed 1 ¾ inch. One 2 barrel carb only O.E.M. for make of engine. No Holley 4412 500 or 600 cfm carbs.

Pump gasoline only, no racing fuel, max 10% ethanol enriched. No nitro, alcohol or additives allowed. Fuel cells are mandatory.

Mechanical fuel pumps only, no electric fuel pumps allowed. Max 3/8 steel fuel line allowed inside of car. No excessive size fuel line or multiple lines. No filler spouts on fuel tank.

9 BATTERY: Mandatory shut off disconnect in reach of the driver. Battery either mounted in passenger floor area or trunk area in a marine battery case only and securely mounted to body with a hold down strap (eg, seat belt).

10 HOOD: There may be a hole in the hood minimum of ten inches in diameter directly above the carb for carb fires. No hood scoop but a deflector is allowed. Hood and trunk lid must be held

down by at least 2 pins each if factory hinges are used, and at least 4 pins if hinges are not used. Hood and trunk lid must be on the car at the start of the race.

11 **CRASH BARS:** No front or rear crash bars. All bars must remain within the perimeter of the frame except door bars. One Bar allowed in front of the rad but must be within 2 inches of the rad cradle. No front or rear bars past the end of the frame. No rub rails. No excessive bars.

13 **BUMPERS:** Front and rear stock bumper mounts may be replaced with a maximum 6 inch .125 wall square tubing mounted at a right angle to the frame bolted or welded. Stock bumpers only. No sharp edges. Bumpers should not extend past the side of the car. Racing nose cones may be used with fabricated bumpers. Must have a bumper to race, if a bumper falls off during the race you will be disqualified.

14 **WEIGHT RULE:** Minimum 3200 lbs. with driver after the race, no allowance for missing parts. Weights may be added anywhere on the frame rail or cross members, and must be securely mounted with a minimum 1/2 inch bolts. Weights must be painted white and have the car number on them.

SAFETY RULES

1 DRIVESHAFTS: Must be painted white and have a front continuous loop over hump within 6 inches of the front universal joint, for safety.

2 SEAT BELTS: Minimum 5 point racing harness mandatory, properly adjusted and worn at all times including if you are stopped. Do not undo your belts unless instructed by an official. Belts will be inspected for wear, age and condition. Maximum 3 years old.

3 RACE SEATS: Approved racing seat and window.net required. Race seat mounted securely to roll cage at 4 points, welded or bolted.

4 FIRE SUITS: Approved fire suit is mandatory.

5 HELMETS: 2005 Snell approved or newer full face helmet is mandatory, and will be inspected for age, wear and condition. Tear-offs should be used for visors.

6 FIRE EXTINGUISHER: must have one in your pit area.

7 WINDSHIELDS: windshield must be removed and 4 or 5 bars $\frac{1}{4}$ inch minimum diameter ($\frac{3}{8}$ recommended) welded to the upper roll cage cross bar and the dash roll cage cross bar.

8 ROLL CAGE:

8.1 **ROLL CAGE:** Steel tubing for roll cage must be at least .095 inch wall and 1.66 inch outside diameter. No pipe fittings or galvanized tube allowed. Must have a 3/16 inspection hole in a non-critical area.

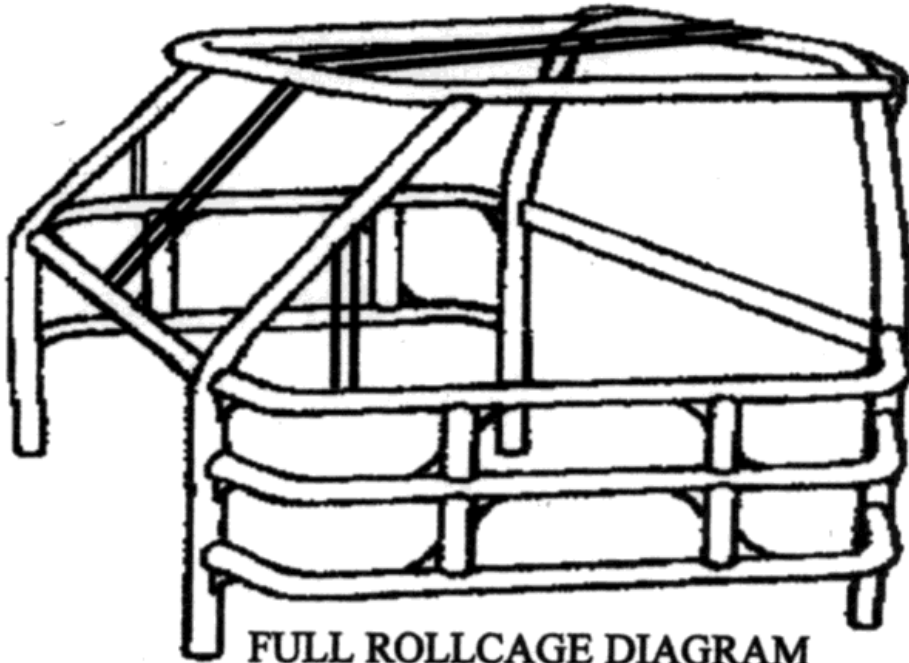
8.2 Roll cage must conform to body interior.

8.3 Driver's head cannot extend past top of roll cage.

8.4 **Roll cage diagram is now the minimum required.** a 4 or 6 point frame mounted roll cage is mandatory and must have one main rollover continuous hoop to extend from the frame up to the roof across and back down th the opposite side frame. Two bars from the top of the main hoop going forward, (bent approx. 30 degrees) at the top of front window and (approx 60 degrees) at the bottom of window, continuing to front frame on both sides. All other cross bars to be gusseted and buttwelded (see diagram).

8.5 minimum of three torso or kidney bars made of the same material standards as above must be welded horizontally and equally spaced between window opening and lower door jam. These bars must be welded to the roll cage with ¼ inch gussets along the inside of the driver's door. Roof bar, front window bar and front corner posts required.

8.6 All bars must tie into frame with gussets full size uni-body cars must use a minimum 12 inch x 1/8 inch square floor plate bolted or welded to floor (for roll cage). Mid sized uni-body cars must use sub-frame connectors minimum .125 square tubing. Full frame cars may replace rear frame rail from center of diff back with .125 square tubing in stock location. Any other frame repair must use .125 wall metal. All doors must be bolted, welded or chained shut. All cars equipped with a sun roof must cover sun roof opening with a 1/8 inch steel plate.



FULL ROLLCAGE DIAGRAM