



2019 PURE STOCKS **amended 08/06/19**

Fastest Piece of Real Estate in Tennessee

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all

events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The management of Highland Rim Speedway

Windshield DIVISION Sponsor area. Please reserve the top of your Windshield area (Approx 6" x 48") on ALL cars in all divisions for Highland Rim Speedway division sponsors Decals. Division sponsors are impossible without you the racer running their decals. We appreciate your support of your division. All cars not displaying the division sponsors window decal will result in a **25% Reduction** in all monies earned and exclude you from any year end Championship money that may be available.

NOTICE: All equipment is subject to the approval of HRS officials. No equipment will be considered as having been approved by reason of having passed through the inspection process unobserved. Any equipment which does not conform to specifications or tolerances contained in this rulebook or in the appropriate Manuals, will not be eligible for approval.

NOTE: All cars must comply with the rules set forth by the Highland Rim Speedway rule book and reference manuals used in the inspection process. All cars and car parts are subject to HRS technical inspection processes. HRS is not required to follow any other sanctioning bodies or manufacturers guide lines in its inspection process. HRS reserves the right to add to and or adjust left side weight when deemed necessary for equal competition purposes.

Driver Eligibility: Any driver is eligible to drive in the pure stock division (however drivers from upper divisions must be approved by track ownership and TECH). If a driver wins more than 10 races in a single season then, that driver is not eligible to race in the Pure Stock division the following year and must sit out a year or race in another division for the next year. Once they sit out a year they will be allowed to race again in the Pure Stock division.

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Section 1: Safety Equipment: Rules apply at all times car is on track.

1.1.1 Snell rated SA2000, SA2005, SA2010, or SA2015 helmet required. Roll bar padding required in driver compartment. **Recommended:** Fire Retardant padding. SFI-approved full fire suit required. Fire Retardant gloves, and neck brace (or head and neck restraint) required. **Recommended:** Fire Retardant head sock and underwear. **Recommended:** Fire retardant shoes. On board fire extinguishing systems are highly recommended.

Driver's side window net required, minimum 16 inch x 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI-approved four point system required must be mounted securely to main roll cage. **Recommended:** Five point safety belt assembly required.

Recommended: Safety belts no more than two years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF and ON'

- 1.2 **Racing Seat.** Aluminum High Back seats only, must be bolted in with .0375 inch bolts.
- 1.3 **Mirrors.** One (1) inside mirror only; must be mounted in traditional rearview mirror location (center of car) Wink mirrors and wide angle mirrors are permitted. Left and Right side mirrors are not permitted.
- 1.4 **Fuel Cell.** Fuel Cells are required. Maximum 22 gallon. If fuel cell does not have aircraft style positive seal filler neck/cap system – a flapper, spring or ball type filler rollover valve is required. **Recommended:** Bladder Type fuel cell highly recommended. *Fuel shut-off recommended.*
- 1.5 **Fuel Cell Container.** Must be made from 20 gauge steel and mounted in a minimum 1"x 1" square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inches.
- 1.6 **Fuel Cell Bar.** 1 ¼" .083 fuel cell bar must be installed behind fuel cell and must be 1" lower than fuel cell container.
- 1.7 **Fuel Cell height.** Bottom of fuel cell 20 gauge steel container must be a minimum of 8" off ground. Trunk Floor must remain in place except for enough room to get cell mounted. *We Highly Recommend* the fuel cell can minimum height off ground to be 10".
- 1.8 **Fuel Line.** Fuel line can run under car but must be higher than the lowest part of the frame and securely attached. Fuel line can be run through the car from fuel cell but must be in a 1 pc. steel pipe and the pipe must extend a minimum of 1" out from front and rear firewall.
- 1.9 **Drive Shaft Loops.** 2 drive shaft safety loops made of flat steel minimum 0.25 inch by two inch steel strap, or one inch tubing. Drive shaft loops should be mounted 6 -12" in from each end of the drive shaft u joint. All drive shafts must be painted white.
- 1.10 *Quick Release Steering Wheels are recommended. Collapsible steering shaft recommended.*

Section 2: Body & Interior of car

- 2.0 **Windshield DIVISION Sponsor area.** Please reserve the top of your Windshield area on ALL cars in all divisions for Highland Rim Speedway division sponsors Decals.. Any car not displaying the division sponsors Window decals will result in a **25% Reduction** in all monies earned.
- 2.1 **Identification.** All cars in this division must park in designated area and each car must have **PS** in 4" tall in Bold White letters on top driver's side windshield area.
- 2.2 **Stock Equipment.** All stock equipment only for that year model car.
- 2.3 **Rear Wheel Drive.** Rear wheel drive only. Minimum of 108" wheelbase.
- 2.4 **Unpermitted Chassis.** No 70-72 Monte Carlos permitted in Pure Stock class.
- 2.5 **Eligible Models.** May run 2 or 4 door car. No T-top bodies or station wagons. No Mustangs, Camaros or Firebirds allowed.

- 2.6 **Replacement Body Panels:** Body sides may be replaced with sheet metal. Quarter Panels, Doors & Fenders may be steel or aluminum aftermarket replacement panels but must follow factory curve and sizes. No flat sides allowed. The entire door may be steel fabricated sheet metal, however the doors must have the stock type upper and lower body lines formed into it. The top edge of the door must be hemmed the length of the door to eliminate sharp edges. It is highly recommended to install a horizontal support bar with two vertical support bars under the top edge of an aftermarket door. All replacement body panels may be welded or riveted on using 3/16" rivets. NO Sheet metal screws... Panels must follow basic stock contour & shape... NO Flat sided body panels.
- 2.6a **No Sharp or jagged edges on body panels.**
- 2.6b **Fiberglass Hoods and Deck Lids are allowed with no weight penalty.** NO homemade hoods .
- 2.7 **Inner Body Supports may be removed.**
- 2.8 **Doors.** All stock doors must be welded or bolted shut.
- 2.9 **Bumpers.** Stock bumpers must remain in stock location, with NO reinforcing. All stock bumpers must have a chain to connect from the bumper bolt to the frame bumper bolt, or welded bumper shocks to keep the bumpers from coming out of the bumper shock. If Plastic Nose and Rear Bumper covers are used you may remove the stock bumpers and replace with a single 1.75" preformed bumper car and bumper support tubes. The top edge of the nose or rear bumper cover may be braced with tubing.
- 2.10 **Glass & Interior.** Must remove all side and rear glass and flammable interior. Must leave windshield or replace with 1/8" Lexan / Polycarbonate. No Plexiglas.
- 2.11 **Mirror.** One (1) inside mirror ONLY; must be mounted in traditional rearview mirror location (center of car) Wink mirrors and wide angle mirrors are permitted.
- 2.12 **Lights & Hub Caps.** Must remove headlights & taillights. Must remove all hub caps.
- 2.13 **Interior.** Must remove all cloth/plastic type interior panels. You may remove dash, but not required.
- 2.13a **Steering Column.** Stock steering column may be removed and replaced with 2 pcs of .125 wall dom tubing mounted with two (2) swivel steering knuckles and at least two supports with no weight penalty.
- 2.14 **Hood & Deck lid latch.** Must remove hood and deck latches on stock hoods and deck lids and replace with minimum of two hood pins. Must remove deck latch assembly and replace with two hood pins. Hoods and decks must be held shut with quick release hairpin or lynch pin type fasteners to secure panel.
- 2.15 **omitted**
- 2.16 **Heater & AC Core.** May remove heater core and air conditioner core, but all holes in firewall must be covered with steel sheet metal minimum 24 gauge.
- 2.17 **Trunk sheet metal and behind the driver may be cut out. May be cut out**
- 2.18 **Spoiler.** 6" maximum spoiler height x 60" max width. Cannot extend past stock quarter panel top edge.

- 2.19 **Firewalls & Rocker Areas.** To protect our drivers the front and rear firewalls and rocker panel areas must be sealed with metal out to the body panels in all divisions. No open holes allowed in the fire walls. Holes must be covered with metal.
- 2.20 Cars must have stock front firewall and stock floor pan. Stock floor pan must run at least to behind the drivers seat. Interior may be boxed in or aftermarket interior with wheel tubs can be used behind the driver.
- 2.21 **Body Panel Inner Liners may be removed.**
- 2.22 **Center B-post / Door post on 4 door cars.** This post may be removed on 4 door cars for roll cage and door bar installation
- 2.23 Cars should be painted neat, lettered and look sharp to attract a sponsor
- 2.24 Stock OEM or aftermarket type power steering pumps and alternators may be used

Section 3: Roll Cage... 1-3/4" dom .090 min wall tubing for roll cage highly recommended

- 3.1 **Roll Cage.** All cars must have a minimum 4 point roll cage with minimum 3 left side door bars and 2 right side door bars. 4 driver's side door bars and 3 right side door bars highly recommended. Minimum of 2 vertical 1 3/4" OD spacer bars in between each door bar. Must use gussets on all drivers' side door bars.
- 3.2 **Main Hoop.** Main hoop should have a bar from side to side with a diagonal bar behind drivers head.
- 3.3 **No limit** on down bars or support roll cage bars. Build you a safe roll cage and protect yourself and your investment.
- 3.4 Excessive bars cannot be used behind the nose as a battering ram.

Section 4: Battery

- 4.1 **Battery Location.** Battery may be moved to driver's compartment behind driver's seat. Must be securely mounted in place and in an approved sealed & vented container vented to the outside of the car with a hose. Must be approved by Competition Director.
- 4.2 **Emergency Master Switch.** Must have working emergency cut-off master switch within reach of driver and officials.
- 4.3 **12V System.** 12 volt system only.

Section 5: Communications

- 5.1 **Radios.** Radios are permitted in this division.

Section 6: Cooling System

- 6.1 **Antifreeze.** No anti-freeze in radiator. **\$100 FINE** if caught using anti-freeze.
- 6.2 **Radiators.** Stock radiators ok, may replace plastic with stock metal or aluminum radiators.

Section 7: Suspension

- 7.1 **Bushings.** All bushings must be stock or stock replacement polyurethane type, No mono balls
- 7.2 **Stock Suspension.** Suspension parts must remain stock for that year, make and model of car. Stock OEM spindles ONLY.. must match chassis type, make and model. May be reamed for larger ball joints
- 7.2a No Relocating of suspension mounting points. Mounting points and brackets must be in stock position.
- 7.3 **Racing/Performance Parts.** No racing or performance parts permitted unless stated so in the rules.
- 7.4 **Springs.** May run pig tail or flat end racing springs. Any rate spring permitted
- 7.5 omitted
- 7.6 **Frame Height.** Minimum frame height 7" measured at step up in frame on left front corner
- 7.7 Over size ball joints and sleeve for the ball joint to mount in may be used.
- 7.8 **Weight Shifting Devices.** Absolutely no weight shifting devices of any type.
- 7.9 **Buckets.** Adjustable buckets will be allowed.
- 7.10 **Spring Rubbers are allowed.**
- 7.11 **Shims.** Solid non adjustable shims may be used in front and rear springs. May extend spring seat centers to hold shims and springs in place,
- 7.12 **Mono Balls.** No mono balls.
- 7.13 **Shocks.** Must use Over the Counter (Local Auto Parts Store (Autozone, Oriellys etc..) NOT a performance Speed Shop) stock shocks or stock replacement shocks. Adding Grease to a shock is not permitted. Must be stock UNALTERED local auto parts type shocks. Any shock may be claimed by track or competitor for \$20.00 each. Factory brand name & part numbers must be on the shocks so they can be compared to over the counter shocks of the same type..
- 7.13a **Front Lower shock mounts** may be moved or spaced for clearance and Travel.
- 7.14 **Sway Bar.** Must be factory stock type sway bar with stock OEM wall thickness. Sway bars must be bolted in stock position on frame. Sway bar can be hooked as you wish on the lower control arms but sway bar must be located and mounted above the lower control arms

Section 8: Brakes

- 8.1 **Working Brakes.** All brakes must work. Must have stock brake pedal & stock type Master Cylinders
- 8.2 **Calipers, Rotors, Brake Drums.** Must have stock calipers, rotors and brake drums. No 4 wheel disc unless the factory car had it.
- 8.3 **4 Wheel Brakes.** All brakes must be hooked up and working together. No pinching of brake lines. No shut off valves

Section 9: Weight

- 9.1 **Minimum Weight.** Minimum of **3,300 lbs with** 55% left side maximum weight.
Weight may be changed on any car in the interest of a level playing field for the division.

305 Engines If you are running a 305 block with (.060 max. bore or smaller engine your weight will be a minimum of **3250 lbs** with 55% Left side. 305 with HO small chamber heads must weigh 3350 lbs with 55% Left Side weight.

Cars weighing **OVER 3600 lbs.** will be allowed to run a minimum Right Side weight of 1620 pounds.

- 9.2 **Lead.** No Tungsten or liquid weight.
All ballast must be mounted securely with 1/2" Bolts, Fender Washers & Lock nuts
Ballast can be attached to the frame rail / chassis at any point even behind the rear axle however the weight cannot be located outside of the frame rail / chassis it is attached to. Ballast cannot be mounted lower than the frame rail / chassis it is mounted to. We highly recommend all ballast be put in weight boxes welded or securely attached to the frame rail by welding or securely bolted with multiple 1/2" Bolts, Fender Washers & Lock Nuts. Any driver that loses any lead from his car will be fined \$250 payable prior to any further competition. This rule is in effect during race day or practice days.
- 9.3 **Adjusting Weights.** Track reserves the right to change or adjust weight, and add weight to any car at any time to level the competition.
- 9.4 **Weight Shifting Devices.** Absolutely no weight shifting devices of any type.
- 9.5 **Weight** cannot be mounted lower than the bottom of the frame rails.

Section 10: Engine

- 10.0 **Lifters. Hydraulic lifters**
- 10.0a **Cams. Hydraulic Flat Tappet cams ONLY.** No roller cams in carbureted engines
- 10.1 **Engine Location & Mounts.** The engine & sub systems must be in its original position.
After Market solid motor mounts may be used but engine must be in stock position.
- 10.2 **Engine Size.** Max CID, GM 350, Ford 351W, Chrysler 360
- 10.3 **Rebuilt Engines.** Engine may be rebuilt, Max over bore .060.
- 10.4 **Pistons.** Stock replacement 4 valve relief cast pistons or dished 2 valve relief pistons. No dome pistons. **Flat top 2 valve relief pistons may be used with a 50lb weight penalty.**
- 10.5 **Stock Components.** All engine parts must be stock replacement components, No performance parts.
- 10.6 **Cylinder Heads.** Cylinder heads must be stock cast type. Minimum chamber of 72cc. Stock valves, stock springs. High performance heads are not allowed. The following heads are NOT Allowed #041, #186, #291 #461, #461x, #462, #491, #492, #370. No aftermarket heads. No three hundred hp heads of any kind.

- Hint: GM #441, #487, #993 heads are good performing heads for a 350 engine
No grinding, porting, polishing or acid dipping of heads. All Unapproved heads and components may be Confiscated.
- 10.7 **Rocker Arm Studs.** Rocker arm studs may be pinned, Screw in studs are allowed.
- 10.8 **Cams option 1.** Stock hydraulic Camshafts only, the following Camshafts are approved for competition WITHOUT having to pull 16" of vacuum at 1000 rpm.
- | | |
|---|-------------|
| a. (Chevy- Comp Cams #12-105-3 OR Howard Camshafts | #112901-12) |
| b. (Ford- Comp Cams #31-213-4 OR Howard Camshafts | #222901-12) |
| c. (Chrysler- Comp Cams #20-208-2 OR Howard Camshafts | #712901-12) |
- ***Highland Rim Speedway usually has at least one of the Howard #112901-12 cams in stock if you need one in a hurry.
 Spec Cams cannot be reground.
 Cams must be put in straight up. Cams cannot be advanced or retarded.
 Cams may be checked by Lift, and or Cam Doctor.
- 10.9 **Cam Option 2.**
 All Cams other than the spec cam (Track Cam) MUST pull 16" (16 inches) of vacuum at 1000 RPM. Cars using any cam other than the Spec cam must also have an 8 cyl working TACH that reads properly and a vacuum port that is easily accessible or the car may be immediately Dq'd. Track timing light with tachometer may be used to verify rpm.
- 10.10 All cars using the Cam option MUST have **VAC in 3" tall letters** on the top driver's side of the windshield below the division sponsor decal.
- 10.11 Double roller timing chains are permitted.
- 10.12 **Valve Covers.** Any valve cover is permitted.
- 10.13 **Air Cleaner.** Must have air cleaner (with solid top). **Minimum 14" OD. Maximum 16" OD. No flow through tops, no holes in the top or bottom of the air cleaner. Effective 8/06/19 on a trial basis you may use a cold air box with your air cleaner with a 2" x 20" maximum size hole at the back of the hood where the windshield meets the hood to draw cool air. NO Hoses or ducts going to the air box.**
- 10.14 **Intake.** Stock cast iron intake mandatory. No marine steel / factory stock. Absolutely no altering can be done on the intake. No grinding, porting, polishing. No acid dipping etc. **Absolutely no altering or internal coatings of any type on this intake**
- 1014.A Aluminum Edelbrock #2101 Intakes may be used on a trial basis as of 8/6/19 with a Quadrajet carburetor. Absolutely no altering can be done on this intake. No grinding, porting, polishing, welding etc. No acid dipping etc. Runner cc's cannot be altered and are subject to be checked against new intake specs. **Absolutely no altering or internal coatings of any type on this intake**
- 10.15 **Engine/Carburetor/Fuel Injection.** Engine & carburetor or fuel injection must be stock for that model car. Quadra jet carburetors or 2 barrel Rochester carburetors on GM, Motor craft 2 or 4 barrel on Ford. Must be stock, No grinding or polishing permitted.
- 10.15a Gage legal Holley 4412 500 CFM carburetors and Holley 2 barrel part# 7448 350 cfm carburetors are legal for this division.

- 10.16 **Fuel.** Highland Rim Speedway High Octane Fuel is permitted. No Oxygen enhancing fuel additives . NO E-85 Fuel.
- 10.17 **Exhaust.** Exhaust manifold must be factory stock type. Exhaust pipes must extend past the driver and exit out either side of the car. No headers of any type permitted. Exhaust exiting sides of car must not create an obvious cutting hazard.
- 10.18 **Exhaust Manifolds.** No Ram Horn Corvette exhaust manifolds. No factory steel tube type manifolds. CAST IRON ONLY
- 10:18a One Carburetor adaptor plate may be used but must be aluminum with a maximum height of one inch. (1")

5.3 FUEL INJECTED ENGINES (1999-2004 Gen 3) All other year models must be approved before racing. Stock / Track Approved stock replacement components ONLY. The following rules apply to all 5.3 Fuel Injected engines.

- 10:19 **5.3 Cast Iron Block Engines only. NO ALUMINUM BLOCKS**
- 10:19a Heads: Only 862 or 706 heads permitted. Must use stock type valves. Stock type valve job ONLY. NO unshrouding of the valves. Minimum of 58cc combustion chamber to allow for head clean up
- 10:20 All internal rotating & external components must be stock OEM type parts with stock weight and configuration or approved by Tech and HRS management.
- 10:21 Must use Stock Regular fuel injectors up to 32lb. No altering of Fuel injectors. (NO Flex Fuel / E-85 injectors) **All Injectors must be approved by tech**
- 10:22 We highly suggest Aluminum or Stainless Fuel Rails
- 10:22a Stainless fuel rails may be used off of Gen 4 trucks
- 10:23 F Body (or any type low clearance stock produced) Oil Pans and pickups may be used for added clearance. Economy aftermarket oil pans may be used but must be approved by tech
- 10:23a High Volume aftermarket type Melling oil pumps are OK.
- 10:24 Inside edge of Frame may be notched for exhaust manifold clearance however if you will use Camaro (F-Body) exhaust manifolds you will not have to notch your frame on a caprice type chassis
- 10:25 Stock or Stock replacement coil packs **ONLY. NO MSD high voltage type coil packs.**
- 10:26 Stock Bore and Stroke ONLY
- 10:27 No Boring or Decking of the block.
- 10:27a **Pistons: Stock Dish pistons or approved stock replacement dish pistons only.**
- 10:27b **Piston Rings:** Only stock or stock replacement type piston rings. **NO FILE FIT RINGS**
- 10:28 ALL Internal components must be OEM STOCK or stock replacement type components for a 5.3 engine.
- 10:29 Stock Roller Cam Shaft with stock grind installed to OEM specifications ONLY. Cams will be subject to being pulled and sent off to be checked.
- 10:30 No aftermarket or homemade intakes. Stock Plastic Truck Intakes only anything different must be approved by HRS.

10:30 The Only intake that is approved for competition is the Gen 3 truck intake.

No Trailblazer SS intakes

10:31 MUST run a maximum of 1- 4" air intake tube and filter.

10:32 Computer must be mounted on Right side of car no more than 6" below top of door and the computer must be easily accessible and removeable.

10:33 May use stock wiring harness for computer or a custom designed wiring harness is available from HRS however the computer must be located in drivers compartment on Right Side door bars.

10:34 ONLY **GM CPU's** allowed and they MUST be approved by HRS. You will be required to RACE with HRS owned Race Tuned Computers for all racing events. Computers with the 411 for the last three digits are good computer to tune. Drive by wire computers cannot be used.

10:35 You are required to have your own practice computer however you may pay to have it Race tuned as the Track CPU's are however it will be locked when tuned. Cost is \$200 to get your computer tuned.

10:35A HRS will supply all RACE Tuned Computers to race with for **NO Charge...** Race Computers may be required by tech to be installed before the race in the infield at the tech area. **A \$500 fine plus 4 race suspension for the driver, car and car owner that was caught with a computer that has been altered or tampered with.**

10:36 Only HRS approved Stock Throttle Bodies allowed. (Maximum 78 mm.). No grinding or polishing allowed on inside of throttle body.

10:36a You may use up to 3/4" thick throttle body spacer / throttle rod assembly to keep from using a throttle cable. If required to run a restrictor plate you will be required to purchase a minimum of a 3/4" thick aluminum spacer will be required.

10:37 No drive by wire Throttle bodies.

10:38 All 5.3 engines recommended to have a steel skid plate under the oil pan if you are not using an oil pan shallower than the standard truck oil pan. We do not recommend the stock truck oil pan for clearance issue

10:39 May run any F-body or any LS engine stock exhaust manifolds to avoid notching the chassis for exhaust clearance or the steel summit oil pan for 5.3 engines that sells for under \$200. This includes Camaro and Corvette.

10:40 May run aftermarket reduction pulleys.

10:41 STOCK Flywheel / Starter rings **ONLY**. No cutting or reducing the weight.

10:42 Aftermarket Power Steering Pumps and Alternators are allowed.

10:43 **Must Use 5.3 cranks with 24 tooth Reluctor Wheels ONLY**. 53 pound stock cranks with reluctor wheel installed. No lightening other than a small amount to balance

10:44 No altering or Decapping of injectors. Injector subject to testing at any time.

10:45 No Adjustable timing gears. No Advancing or Retarding the timing

10:46 **STOCK Grind Cam only.** The stock cam specs @ .050 lift are: 190/191 duration, .466/.457 lift, 114 LSA, 112/116 Timing **Must be approved by track and must be installed straight up**

10:47 No mixing of cams and or computer boxes from division to division.

- 10:48 Stock Intake Valve Maximum size of 1.89"
- 10:49 Stock Exhaust Valve Maximum size of 1.55
- 10:50 For durability you may update the Rocker arm shafts (updated trunnions such as Comp Cams pt# 3702-kit).
- 10:51 Cross member may be cut out a minimum amount to allow for F-body type oil pan clearance only... but must be approved by Competition Director
- 10:52 Crank may be balanced only.. No cutting lightening or knife edging of the crank..

Anyone interested in running the Stock 5.3 engine may contact Jerry Criswell for a build sheet to help save time at 615-430-3135. We will help show you everything we know about how to make a stock 5.3 truck engine compete with a built engine many times **MUCH LESS money**.

Section 11: Transmissions

11.1 **Transmission.** Automatic Transmissions Mandatory. No Metric transmissions

*****Power Glide Transmissions cannot be used with the 5.3 Engine combination*****

11.1a Stock Power Glide Transmissions will be allowed with a **150 pound weight penalty**. Transmission **MUST** be a Stock Power Glide with a working 12" torque converter (1/2" tolerance allowed on converter diameter).. No Direct drives. No air bleeds or jets allowed, no extra holes or valves for bleeding purposes or assist to lock up transmission. Car must stay running in ALL gears when checked. No electrical wires and or switches. Cars with Power Glide Transmissions will be regularly checked

11.2 **350 Turbo Transmission.** 350 Turbo transmissions are legal

11.3 **Torque Converter.** Stock 12 inch working torque converter required in all transmissions. (1/2" tolerance allowed on converter diameter).
No direct drive / lock up transmissions.

11.4 Driveshafts No Aluminum or Composite Drive Shafts.

Section 12: Rear Axle & Differential

12.1 **Stock Rear End.** Rear end must be stock for that car. Changing gear ratio is allowed.

12.2 Only Stock Open type or welded, spool locked type center sections allowed. No aftermarket Auburn type units.

Section 13: Wheels & Tires..

**American Racer 970 Treaded Take off tires. \$175 per set of 4 including tax.
Tires must be purchased from the track.. not competitors**

13.0 **All Competitors with a Pure Stock Race car at the track on OPENING NIGHT** may purchase 4 new AR970 tires to start the season with. If you want to start the new year on NEW Tires you must be at the opening race with your car. No Exceptions

13.1 **omitted**

13.2 **Wheel Size.** All four wheels must be the same size

13.3 **Wheels.** No aluminum or alloy wheels.

13.4 **Wheel Width. 7" or 8" wheels are allowed.** Maximum eight (8) inch steel wheel width.

13.5 **Aftermarket Wheels.** May run aftermarket 8" wide steel racing wheels.

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13.5A Wheel offsets. You may run any offset wheels or spacers however the tread width cannot exceed 65" center to center of the tires measured with toe in included.

13.6 All wheel studs may be replaced with larger racing studs.

13.7 **Oversized Lugs.** 1" OD Oversized steel lugs are recommended on all wheels and required on Right Front wheel. Required on all aftermarket racing wheels

Section 14: Mufflers

14.0 No straight exhaust manifolds. Must have a exhaust pipe muffler system in place and the sound must be muffled to 99 dba or less @ 100 feet at speed.

14.1 **99 dba. at 100 feet will be enforced.** Your exhaust must be 99 dba or less to race.

14.2 Exhaust. All exhaust must exit behind the driver. Any exhaust exiting the sides of the car Must do so in a way to not cause an obvious cutting hazard.

Section 15: Protests & Appeals

15.1 **Limits.** May protest within 5 positions in front of finishing position. Protesting driver must have run three races prior to protesting. Only drive line items can be protested after an event. (Engine components, transmission, drive shaft, rear end etc.).

15.1 a **All mechanical protests and appeals will be performed that night EIRI. Determination of a questionable part may take an extended time period.**

15.2 **Time.** Must present completed protest form and protest money to tech official within 10 minutes of car being protested clearing scale pad. Once the driver is informed by an official of the protest the driver being protested then has 10 minutes to file and pay to counter protest.

15.3 **Top End Protest (\$200).** Carburetor, Intake, Cylinder Head, Camshaft & Piston Head Configuration.

15.4 **Complete Engine Teardown Protest (\$500).** Top End Protest plus Bore, Stroke, Pistons, Rods & Crankshaft.

15.5 **Protest of Transmission (\$150).** Automatic Transmission: Gears, Torque Converter

15.6 **Carburetor (\$100).** Protest Carburetor Only.

15.7 **Traction Control (\$100).** Check for Traction Control

15.8 **Protest Rear End (\$100).** Check Rear End.

15.9 **Unapproved Parts.** Any driver disqualified and or car protested and disqualified for unapproved parts will lose all points and monies for that night. Competition Director may allow up to two weeks to correct minor infractions.

15.10 **Protest Fee Retention.** Track retains 30% of protest fee, no matter the outcome.

15.11 **All Cars under protest.** will be impounded until protest is completed. Protests are normally completed on the following Monday or Tuesday night.

15.12 The Competition Director (Lead Tech) has the authority to deem a rules infraction as a minor infraction and allow up to two weeks to correct the infraction.

15.13 The Competition Director (Lead Tech) has the authority to allow cars from other tracks To visit on a temporary basis to see if their rules package will align competitively with our rules to help build the field of cars.

15:14 **Appeals:** Once a ruling has been made, you must inform the Competition Director (Lead Tech man of your wish to appeal his decision and ask for an appeal form. Fill out the appeal form and give the \$100 appeal fee to the Race Director within ten (10) minutes of the rule you are disputing to have your appeal heard.

15:15 Recently there has been some concerned about the horsepower and torque numbers on the 5.3 engines that Veterans Motorplex has been developing for racing especially in the Pure Stock division. In an effort to continue the transparency in the development of this 5.3 engine package we will be implementing mandatory impounding of a specific number of cars to be chassis dyno tested to identify actual Horsepower and Torque numbers between different engine combinations to determine future rules.

Veterans Motorplex will pay for chassis dyno testing costs for these tests and for the threaded bung that will need to be installed in the exhaust to properly monitor the engines performance on the chassis dyno. These results will be made public after all tests.

15:16 Track Tear Downs. At any point during the racing season any car may be brought to the tear down garage and entire car may be checked to any extent deemed necessary by Veteran Motorplex tech officials. This may include anything from removal and inspection of suspension components to using internal and external tech inspection equipment to a complete tear down of the engine, transmission and entire car. This may also include impounding of questionable parts for further examination from independent sources to keep the playing field level for our competitors

After completion of the inspection process if the engine is within the spirit of the rules and deemed legal for competition by Veterans Motorplex officials the car owner may receive \$50 to \$400 to be used towards the cost of gaskets to help in the reassembling of the engine (Top side gaskets will be a maximum of \$100 towards gaskets at managements discretion). **(Maximum gasket amount for a complete tear down of a 5.3 engine will be \$100)**

A car owner and or teams spirit of cooperation, plus respect level and the professionalism exhibited during the inspection process will directly affect how much money is received for the gaskets if the engine is deemed legal. We are all in this together and we should all strive to do what is best in order to lower the cost to race and to put on the best show possible each week for our fans and sponsors.

If a car owner / driver refuses to cooperate in any of the impound, inspection and dyno testing processes the car and driver will be immediately disqualified and all points and money for the evening will be lost as well as up to a 2 race suspension and a possible fine may be implemented. If the car owner or driver returns with the same car or with a different car and or driver after the suspension period to race that car will also be subject to a complete inspection before and after the race.

Section 16: Points

- 16.0 We will honor our Champion and the **TOP FIVE** in Championship points at our Championship Points night. Additional positions in the top ten in points may also be recognized by special request from the car owner and or driver to The Rim management team however the trophies must be purchased. The request must be presented in writing and must be received **FOUR (4) weeks** prior to the championship night.
Only our Weekly Racing Series Champions (Divisions with 20 plus race dates) are eligible for Championship point money if money is available.
- 16.1 **Driver Changes.** Pit Booth must be notified of driver changes other than registered *driver in writing* before races begin. It does not matter whom else you have told; you must notify the pit booth in writing of a driver change before the feature event. Failure to do so may result in points being credited to the wrong driver, and may not be changed.
- 16.2 **All Races Count.** All races will count towards point total. **No dropping of bad races.**
- 16.3 **Points.** You must take the green flag in the race to get points.
- 16.3a Exception to 16.3 rule. If a car is damaged in a preliminary event and not able to compete in the feature event for that division they will receive last place points.
- 16.4 Any **discrepancy** in posted points must be presented in writing to scoring and HRS track owners within 7 days of the event in question.

Qualifying Races.. All Cars line up in **REVERSE POINTS ORDER** for weekly **qualifying races...** Drivers with no points must start behind the points leader in the qualifying race.

Up to the top 6 cars will be inverted for the feature. A roll of the dice
The Dice will have a 2,3,4,5 and two 6's on it. Previous Race winner starts one position behind the inversion if they qualified within the inversion

HEAT RACES are a good opportunity for the experienced driver to dial in their car for the feature event. It is also a great time for the inexperienced drivers to gain more racing experience and a little better opportunity to get a Win. The Race Director may require any driver that is NOT racing on a fulltime basis with HRS to start behind the Points Leader in Qualifying races.

HEAT RACES: To STOP an experienced driver that starts racing after the season has begun and winning all the qualifying races.... Any Experienced driver starting to race after the season has begun will only be allowed to start up front in the qualifying races until they have won a qualifying race. After they have won a qualifying race they will be required to start behind the points leader until they have run 4 races and after that point they will be allowed to start in the qualifying races where they are positioned in points.

PREVIOUS RACE WINNER: If the Previous Race winner finishes well enough in the qualifying race to be involved in the inversion roll of the dice they will start one position behind the inversion.

Previous Race Winner 1: For instance if a six is rolled on the dice the previous winner will start in the seventh position if they were in the top 6 finishers in the qualifying race. If the previous race winner did not finish the qualifying race within the inversion number rolled then they will start where they finished in the qualifying race. The Dice will have a 2,3,4,5 and two 6's on it with the 1 being considered a 6.

After 6 Feature Wins if a racer continues to dominate they may be required to start at the rear of the field or farther back in the field.

QUALIFYING RACE POINTS SYSTEM

1ST PLACE	5 POINTS
2ND	4 POINTS
3RD	3 POINTS
4TH	2 POINTS
5TH THRU FIELD	1 POINT

FEATURE POINTS SYSTEM

Points System will award 75 points to the official Winner of any feature event with a 5 point drop to second place. Second position is awarded 70 points with a 2 point drop to 3rd place... Third place will be awarded with 68 points with a 1 point drop for all positions after third place.

1st	75	7 th	64
2nd	70	8 th	63
3rd	68	9 th	62
4th	67	10 th	61
5th	66	11 th	60
6th	65	12 th	59

Continues to drop 1 point through the field

RACE for the Championship reset procedures and format

The Points will reset after the last race in JULY.

For 2019 Each Driver that competed in 75% of the races through July will receive 750 points plus 10 points for each race night they attempted to race in that division. Those with less than 75% participation will receive 700 points plus 10 points for each race they attempted to race in that division

The top 5 in points at the end of July will receive Bonus Points

1st	10 points	plus a nice Mid Season Points Leader Trophy
2nd	5 points	
3rd	4 points	
4th	3 points	
5th	2 points	

TAP Out Rule

When two drivers are involved in an on the track accident the rule is both cars go to the back of the pack however **we now have a Tap Out Rule** if one of the drivers involved knows they were the one that caused the accident they can drive to the front stretch and stop at the start / finish line and **TAP on The Roof** of their car signaling the wreck was their fault by accident. If this happens the driver that tapped their roof (**Tapped out**) will go to the Rear of the field and the other driver will get their position back.