

2018- PURE STOCK Rules

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1. CARS

- A. Limited to any 1965 to date, domestic, rear wheel drive, complete bodied car.
- B. No Jeeps, 4wd, Station Wagons, compacts, convertibles, sports cars, sunroofs, t-tops, or trucks permitted (this specifically excludes Mustangs, Camaros, Firebirds, etc.).
- C. No former racecars permitted.
- D. Cars must remain stock except for modifications listed below.
- E. Minimum wheelbase is 108"

2. APPEARANCE

- A. Officials reserve the right to request body or sheet metal to be replaced if it has sharp edges or is deemed not presentable.
- B. Numbering must be legible, highly visible and in a color contrasting to the car. Numbers must be located on both doors and on the roof.
- C. Numbers must be minimum 18" high and any letters must be 9" high
- D. It is recommended that numbers also be located on the front windshield and rear taillight area.

3. FRAME/CHASSIS

- A. Frames must remain stock, and must match body. No altering or mismatching of frames. Frames must be intact, not rusted out. Frame rails must match the stock contours of the production frame.
- B. No fabricated frames except for uni-body cars.
- C. If the car is manufactured without a full frame then front and rear sections must be tied together. Fabricated frame must rails must have minimum 53" separation through the center of the car.
- D. On uni-bodied cars only, frame may be constructed using steel rectangular tubing only, must be at least 2" (horiz.)x 3"(vertical) x .120" thick.
 - 1. Must start at the rear of the front stock OEM sub-frame and continue all the way to the front of the OEM rear sub-frame.
 - 2. Springs and locating bars for rear must retain stock specifications.
 - 3. Minimum wheelbase for uni-body cars is 110".
- E. Chassis must maintain stock mounts and original location for motor, transmission and rear end.
- F. Absolutely no chassis modifications

4. EXTERIOR BODIES

- A. All glass lights, lenses, chrome, emblems and grills must be removed. Hood must be secured using hood pins. Doors must be welded shut.
- B. Body must be complete stock or stock appearing, all lines and bends must match OEM body. Absolutely no slab sides. Body must be steel.
- C. Stock appearing plastic nose and tail piece is permitted, must match manufacture.
- D. No spoilers permitted.

- E. No rub rails, outside bracing or any sharp edges are permitted.
- F. Must have front and rear tow hook capable of supporting the weight of the car.
- G. Bodies must be completely identifiable and stock appearing to their production model.

5. INTERIOR

- A. Cars must be gutted of all flammable material, no boxing permitted.
- B. No radiators, tanks or fluid reservoirs in driver's compartment.
- C. Stock firewall is required, no holes permitted. Factory floor plans from front to rear firewall.
- D. No mirrors or reflective devices, no radios or two way communications.
- E. Pedals, Steering Column, and seat must be in the stock location.
- F. Batteries must be securely mounted outside of driver's compartment and ahead of rear axle.

6. WEIGHT

- A. Cars must weigh 3400 pounds, with driver after the race.
- B. Cars can be weighed at any time at the discretion of officials.
- C. Track scales are official, it is the responsibility of the participant to ensure that car makes proper weight.
- D. Any added weight must be clearly marked and secured and may be no higher than 10" from the lowest part of the frame.

7. ROLL CAGE

- A. Must have a full four point design (preferably built by one of the areas chassis shops).
- B. Cage must be welded 360 degrees and gusseted. Cage must be securely mounted to the frame.
- C. Driver's side door must have minimum of four horizontal bars and passenger side must have Minimum of two horizontal bars, gusseted and attached to the vertical door bars.
- D. Minimum tubing thickness .095" and a minimum diameter of 1 1/2" are required.
- E. Cage must be padded in all areas where the driver may come into contact.
- F. No screwed type pipe fittings. Driver must have minimum 2" clearance above helmet.

8. ENGINE

- A. Engine must match make and model of car.
- B. Maximum engine size: Chevy- 350ci, Ford 351ci, Chrysler 360ci.
- C. Engine must be in stock location, no setbacks permitted.
- D. No aftermarket or performance parts permitted.
- E. Stock crankshaft and connecting rods. Must retain stock stroke, no stroker motors permitted. The only aftermarket crankshafts permitted are Chevy: Eagle pn. 103503480 or Scat pn. 910442. Ford: Scat 935W10 The only aftermarket connecting rods permitted are Chevy: Eagle pn. 5700BBLW or Scat pn. 35700, Ford: Eagle pn. 5956 or Scat pn. 25955912.
- F. Oil pans must be stock appearing.
- G. Gasoline only, No alcohol or other fuel additives.
- H. Starter must be operable so that the car starts under its own power.

To prevent engine teardowns in the tech line, drivers are encouraged to have their engine sealed. Sealed engines are not required; this is an option for those racers who are interested. Drivers who wish to have their engine sealed may contact Ken Imler 814-695-1310 for more information.

I. Engine Claim: Winning cars engine can be claimed for \$2000 plus \$250 for the supervisor. **Sealed engines are exempt from being claimed or protested**

1. Driver making the claim must have finished feature in the top five and on the lead lap.
2. The track also has the right to claim engine at any time.
3. Driver being claimed must forfeit engine, refusal will result in disqualification, and the car will not be permitted to race for two events.
4. If claim is refused, \$250 supervisor fee will NOT be refunded.
5. Claim must be made in cash and done so by the competing driver within ten minutes following the race.
6. Carburetor is not included in the claim.

9. CAMSHAFT

- A. Hydraulic cams with zero valve lash only. No solid, hydraulic roller or mechanical roller camshafts permitted.
- B. Lifters must remain OEM diameter for that block.

10. CARBURETOR

- A. Stock Holley 500 model 4412 only.
- B. Must retain stock choke airhorns, removal of choke plate and choke shaft is permitted.
- C. No predators, fuel injection or turbos permitted. No electric fuel pumps.
- D. Must use stock fuel pump in stock location.

11. INTAKE, HEADS, PISTONS

- A. Intake manifold must remain stock.
- B. Intake manifold must be OEM cast iron of 2 or 4 barrel design with no porting, polishing, machining, welding or acid etching permitted. Any adaptor or spacer may be no more than 1" thick between carburetor and intake.
- C. No Bowtie or marine intakes.
- D. Stock OEM cast iron heads with no modifications. No vortec or other high performance heads. World Products head part # 43610-1 (assembled) or part # 43610 (bare) will be acceptable for Chevy. These World heads are commonly known as the stock replacement or "S/R" head, not the S/R Torquer. Maximum valve size for the World heads will be: 1.94" for the intake and 1.6" for the exhaust. Minimum combustion chamber size for the World heads will be 63 cc. Minimum combustion chamber size for OEM heads will be 60 cc. Stock or stock-type stamped steel rocker arms only.
- E. No porting, polishing, welding, acid etching or gasket matching permitted.
- F. Pistons must be dish style or flat top. Zero Deck Pistons cannot be above deck.

12. EXHAUST

- A. Exhaust must be stock cast iron manifolds only.
- B. Exhaust must be outside of the car interior.
- C. Exhaust not permitted to be directed towards ground. Exhaust must be parallel to ground.
- D. No "Ram Horn", center dump type exhaust manifolds.

13. TRANSMISSION, CLUTCH, REAREND

- A. Stock OEM transmission with all working gears including reverse.

- B. Must match the make and model of car.
- C. Automatics must have stock torque converter and be able to shift through all gears starting in drive.
- D. Must have a 360 degree steel bellhousing (ex. blowproof). Must have 1" min inspection hole in bell housing.**

E. Clutch must be OEM for the make and model of car and must be in the stock location

F. Clutch and flywheel must be stock dimensions and weight. No drilling or machining permitted.

Stock cast iron flywheel only. **Napa part # NCF88131 OR any exact stock replacement cast iron flywheel will be permitted.** No lightening of flywheel.

G. No dog type or triple disc clutches permitted

H. No aluminum or exotic materials permitted in clutch or flywheel.

I. No aluminum driveshafts. Driveshafts must be painted white and have a safety hoop. Safety hoop must measure a minimum of 6" in diameter and ¼" thick x 1" wide.

J. Rearend must be OEM for make and model of car. GM 7.5 rearend only.

K. Rearends may be locked or factory limited slip.

14. IGNITION

A. Ignition must be stock OEM distributor and coil only.

B. No trigger systems, No Accel, MSD or Mallory ignitions permitted.

C. HEI ignitions: coil must remain in distributor.

D. Points ignitions: coil must be stock.

E. Only one ignition per car.

15. FUEL CELL

A. Size: 32 gallon maximum, securely mounted in the trunk, between the frame rails and behind the rear end.

B. Cars must have a safety approved fuel cell in a twenty (20) gauge steel box supported by two 1/8"X 2" steel straps top and bottom to safely secure fuel cell.

C. Fuel line must run under floor of car. If fuel line runs through interior, it must be encased and sealed at both ends.

D. No copper or rubber fuel line. Steel only.

16. SUSPENSION

A. All suspension and steering parts must remain stock and in their original location.

Absolutely no modifications allowed. Stock OEM rubber bushings only.

B. Top rear arms must be same length; Bottom rear arms must be same length. At any time you may be required to switch bars to other side.

C. Suspension components must remain as manufactured by the auto manufacturer for the model being used. No adding of any suspension components from different models or years.

D. Stock or stock appearing springs are mandatory. Front left and right side springs must match. Rear left and right side springs must match.

E. Shimming of springs with solid metal shims permitted. No weight jacks or adjustable spacers of any kind.

F. Spring mounts must remain stock and in the stock location.

G. Stock or stock appearing shocks only. Shocks must be steel and have stock type mounts.

No racing shocks permitted.

H. Only stock steering box permitted. No steering quickeners of any kind.

17. BRAKES, WHEELS AND TIRES

- A. All four wheels must have working brakes and must match year and model of car.
- B. No "hung style" racing pedals, no driver controlled brake adjusters.
- C. Only 15" X 8" steel racing wheels permitted.
- D. 3" offset on all corners.
- E. Must have oversize lugs, reinforcing (especially of the right front) is highly recommended.
- F. Following are acceptable: Hoosier 500 size 8.0-27.0-15 or American Racer 70/205-15 (Hard) / 26.5/8.0-15SW (Hard)
- G. No grooving or altering of tires
- H. No beadlock wheels

18. SAFETY

- A. Aluminum, high backed racing seat is required. Seat must be securely fastened to rollcage or frame.
- B. Five point racing harness mounted according to manufacture specifications, must no be older than three years.
- C. Approved racing firesuit is mandatory. Fireproof gloves, hood, socks, shoes and underwear are recommended.
- D. Full face helmet with lexan shield- snell 05 or newer is mandatory.
- E. Removable steering wheel required, racing style window net recommended.
- F. Cars must contain shock resistant roll bar padding on all bars within 18" of driver's body.
- G. Windshield screen, with at least three steel support bars is required.
- H. Fire extinguisher, within reach of the driver and safely mounted is recommended.

19. TECHNICAL PROCEDURES

- A. Any competing car must be presented to the tech man or tech area upon request. Only the driver or some competent official may accompany the car during the procedure.
- B. No feature will be declared official until the tech man is satisfied.
- C. All technical protests must be made with the tech official within ten minutes of the completion of the race. The winner is the only car who may be protested- In order to make a protest against the winner; the protesting car must have finished in the top five and on the lead lap.
- D. Any protests must be made to the proper official in an orderly and dignified manner. Protests of the winner will be allowed only if presented coherently and as the tech team sees fit. In the event of multiple protests we will determine the order of importance and select which if any we choose to omit.
- E. Fees: Protesting car must put up a \$200 nonrefundable supervisory fee, additional items include \$200 to pump engine, \$250 per part protested, \$500 to remove head, \$1500 for complete tear down.
- F. Any other violation found during the inspection that was not part of the protest will still result in disqualification.

20. PENALTIES

The technical rules contained here have been assembled with great concern toward maximizing competition and minimizing costs. Rule violations will not be tolerated. Major violations will result in disqualification, loss of points, and prize money earned. Depending on the severity and the intent of the violation, there could be a suspension from future racing activity at the speedway. Minor violations will

be considered major if they are not corrected in the grace period allowed by the tech team. Any car must be presented for the scrutiny of the tech man at our request, and results will not be considered official until we are satisfied. Any claiming must be done in an orderly manner, in cash, and under the conditions previously specified. If at any time the conduct of any team member, driver or associate becomes a discredit to the speedway, the sport, or himself, they will be removed from all racing activity at the track. Owners/ drivers are responsible for the behavior of all individuals associated with the car and may suffer similarly. These rules have been designed to facilitate the orderly conduct of and establish minimum or maximum requirements for the events. No express or implied warranty of safety shall result from publication or compliance with these regulations. Management is empowered to, at their discretion, deviate from specifications described herein. Management reserves the right to update these regulations at their discretion, in the interest of cost, safety, or fairness. Management's interpretation of these regulations will always be considered final.

Management has the right to confiscate any part deemed to be in violation of the technical rules. Any driver/ car found to be in violation of any technical/ procedural rules can have their racing privileges revoked for any length of time deemed appropriate by management.