

## PINERIDGE SPEEDWAY PURESTREET RULES

Open to drivers of any age who have never competed in an organized race event or class, and to drivers who have sat out FOUR seasons or longer from a higher class.

Car's frame, suspension (springs and Shocks). Must remain stock as it came from the factory. Any alterations will result in disqualification and forfeit of prize money and points!

Stock or OEM replacement upper A frames, lower A Frames and spindles for the make and model of car being raced are required. No tubular upper or lower frames permitted.

No spring rubbers, wedges or cups!

Shocks must be Stock and match the model car being used!

Stock coil springs only, no cutting of the springs, no look alike springs or pig tail racing springs permitted.

NOTE: Rancho style off-road shocks will be treated as racing shocks, the shocks being used must be stock OEM application for the car they are being used on, Monroe, Gabriel etc.

No AFco, No Bilstein etc.

### SHOCK PROTEST RULE:

Any competitor wishing to protest another competitor's shocks will pay a fee of \$200 to TCS Officials and must make the claim no later than five minutes after the conclusion of the feature event. Both the protesting team and the protested team will then remove the shocks from both cars in the presence of the tech inspector and allow them to be inspected thoroughly. Any shock found in violation of the rules will be confiscated and destroyed, and the competitor will lose all points and monies and finish positions for that event.

Shocks and springs must be removed at the request of the tech inspector for inspection, refusal to do so will result in an immediate disqualification.

No locked rear ends! No shimming, no exceptions!

Must Run OEM or OEM replacement rear end housing, ring gear and pinion.

No ballast of any type is permitted!

Body must remain stock and full, only hulling to be allowed will be the front fenders and both front doors. Hood, trunk and rear quarters must be full. May run an aftermarket body.

Hood brackets and hinges may be removed, hood must be secured by four hood pins if the hinges are removed.

Aftermarket Plastic nose pieces permitted, must match make and manufacturer of car.

Stock radiator core support must stay in place! Aftermarket aluminum radiator is allowed.

Full Roll cages permitted; four-point cage minimum is required.

Hooking the halo to the rear frame rails is permitted, however the down tubes from the halo cannot hook into the spring buckets.

Fuel cells are allowed and encouraged. Please make sure you have a protection loop in place behind the cell and connected to the down tubes running to the halo for added protection.

## Engines & Transmissions

Automatic transmissions okay!

No stall converters, no 2 speed power glides no aftermarket racing automatic transmissions!

Stock with all gears working. No removing gears or clutches in any automatic transmission.

May run a 3 speed Saginaw with all working gears.(stock clutch and flywheel) No vortec heads, no hemispheric heads. No shaving, no angle milling of heads. No aluminum intakes!

No double humps (casting # 3782461)

Max intake valve size 1.94

Max exhaust valve size 1.50

No angle valve jobs, no porting, no polishing, no port matching of the intake runners to the intake chambers on the heads.

No aftermarket racing valve springs

No 1.6 rockers or aftermarket rocker arms designed for performance. All parts must be Stock, or stock replacement! Stamped steel 1.5 on Chevrolet only.

Maximum GM cubic inch will be 355 cubic inches, all specs will be based on based on 1982 350 cid engine found in a Chevrolet or GMC base model pick up truck.

Crankshaft must remain stock or stock type replacement and weight. Cast crankshaft only. 3.480 stroke.

Pistons:

Any cast aluminum tow or four valve relief flat top, or dish top aftermarket pistons are okay.

Camshaft rules: 420 lifts must  
pull 19" of lift at 1000 RPM  
Rochester 2-barrel carb only.

Ford, Lincoln or Mercury

Maximum Cubic Inch Size will be 356, no performance heads, stock sized valves, no reworking, shaving or angle milling of the heads will be permitted.

No aluminum intakes, regardless of what specs may say.

No 4412 Hokley carbs will be allowed on ANY MODEL, including  
Fords . Engine must remain stock!

Mopar- 360 maximum CID, engine must remain stock, no engine may run hemisphere style or performance heads. Must run stock steel intake. Stock carb.

#### ENGINE CLAIM SWAP RULES:

\$1700.00.

Intent to claim must be made no later than 5 minutes after the feature race, and both competitors must allow the tech man to evaluate the motors to deem if the swap is fair (meaning that if you finish the race with a rod knocking and try to claim a good engine, we reserve the right to protect competitors and stop malicious intent.) You must be the car owner/driver to initiate a claim. Both cars will remain at the track in the tech shed, inspection and swap will then happen the following Tuesday. Any competitor that refuses tear down and inspection during the swap process on either car will result in disqualification. (\$200 of the \$1700 goes to the track for the official overseeing and inspecting. \$1500 goes to the driver being claimed upon his engine passing tech prior to swap.) If the protestor has an engine that does not pass tech, this fee insures that protested driver can have an engine repaired that is legal to race at TCS.

If both engines are illegal, track keeps entire \$1700.00 and both cars will be disqualified for that events race.

All engines must run stock cast iron exhaust manifolds, mufflers are not required, no headers. Exhaust pipe extension must be free and clear of any brake, or fuel lines. Minimum 24inch of extension from the manifold dump.

Throttle body model cars are permitted as long as they are full frame rear wheel drive cars(Ford Crown Vics, Chevy Caprices from the mid 90's for example)

Throttle body cars may only use this system of fuel delivery, everyone else will be required to use a stock carburetor.

Must have a protection loop behind the fuel tank.

All engines are subject to tear down and confiscation!!!

#### Wheels and Tires

8-inch Racing wheels permitted, stock steel wheels permitted.



All cars must utilize 1" lug nuts.

15-inch Dot Tires okay, maximum width 60 series, maximum height 255. No cutting of the rear quarter panel wheel wells to accommodate tire size.

May run H500 pull offs only.

May remove plastic wheel well inserts in the front.

No bead locks.

Safety-

All cars must have a racing seat and feature a five-point racing harness for the driver. Minimum 2-inch trap width.

All cars are required to have a window net, no more than 5 years old from the date of manufacture.

All drivers must wear no less than one layer fire suit, racing helmet, gloves and a neck support roll or other neck restraint system.

Race Receivers are mandatory.

All cars must have tow chains mounted to the front and rear bumpers, mounted with grade 8 bolts and secure for track recovery vehicles.

Any part deemed modified or purposed for racing added onto these cars may be confiscated by TCS technical inspectors at any time!

We reserve the right to bar a driver from competing in Bomber. If that driver in question is deemed to have too much racing experience in a higher class(LM, Mod, SS etc.)

Keep it Stock, keep it cheap and keep it fun!

If it doesn't say you can, you can't!

Keep It Stock!