

Golden Sands Speedway

Pure Stock 2012 Rules

All Changes for this year are marked in red.

I. Body/Chassis

1. 108" minimum wheel base. American made stock production vehicles only; 1955 or newer. No pony cars
2. No convertibles
3. Must be front engine, rear drive only.
4. Models with a full factory frame must retain that frame in stock position
5. Uni-body models must have upper & lower control arms; no strut suspensions; must have frame connectors installed between front & rear frames. The sub frame must not assist the suspension components in any way.
6. X Brace allowed
7. Chassis must remain stock, full frame bumper to bumper
8. After a racing accident in which the rear stub has been damaged, you can replace rear frame rails with the same size material with tech inspectors approval
9. Frame interchange not allowed
10. Frame must be original length, width, thickness, location, etc
11. Do not cut away any material from the factory frame
12. Do not reinforce the factory frame in any way which might obstruct, cover over, relocate, change, interfere with, etc any part of the frame such as spring pockets, body bolts, mounts, etc.
13. Leave the frame stock
14. All body mounting must be in stock location and attachment (rubber)
15. Minimum ground clearance of 3.5 inches at exhaust & cross member
16. Frame must be a minimum of 4 inches off the ground
17. All body components, including fenders, roof, cowl, doors, quarter panels, trunk lid, etc must remain in stock location and orientation & of steel material.
18. All metal interior body work, such as floor panel and rear firewall, must stay intact. Seal all holes
19. Inner door material may be removed
20. No chopping of the roof to make it lower
21. No shortening of the fenders or quarters
22. No aluminum or fiberglass body parts allowed, except for 5" maximum rocker panel
23. Plastic nose piece allowed, 7" minimum ground clearance.
24. Remove all cloth, plastic, vinyl, carpet, leather, insulation, and any other non-essential flammable items

25. Air-conditioning, heaters, & radios must be removed. Remove all headlights, taillights, side markers, emblems, moldings, nameplates, & associated hardware
26. Front & rear seats & associated hardware must be removed
27. Stock hood & trunk latch may be replaced with pins
28. No sharp objects allowed anywhere in/on vehicle
29. No solid black cars
30. No air dams
31. Radiator air deflector-3 inch max. Width of radiator only
32. Drive shaft hoop MANDATORY on front half of drive shaft.
33. Steel driveshaft only. 2.5" minimum diameter.
34. **Maximum of 5" spoiler.**

II. Windshield/Side Windows

1. No screen or half windshield permitted
2. All other glass must be removed
3. **Rear windows allowed.**
4. Rear side windows are allowed

III. Bumpers

1. Bumpers must be welded to vehicle
2. No cutting of bumpers or corners
3. Remove all trailer hitches
4. 1" square tubing "rub rails" allowed between fender and rear wheel wells. Ends must be chamfered and capped

IV. Roll Cage

1. Radiator protector no more than 4" in front of radiator and angled toward radiator
2. Radiator protector brace may be added, not to exceed 9" tall and may not extend outside the horns. Must be behind grill & immediately in front of radiator
3. All roll cage bars will be a minimum of 1 3/4" OD steel, seamless, heavy duty pipe or tubing.
4. No tail pipe tubing allowed
5. All cage joints require gussets welded in the corners
6. All cage connections shall be completely welded
7. 4 frame of roof bars are required, which connected together at the top with a rectangle of bars from the basic 4 point cage
8. The bottoms of these bars are to be welded to the frame in the forward most corner of the interior and just behind the plane of the back seat.
9. A minimum of (2) side to side and (2) front to rear bars are required to give triangulated support to the 4 point roll cage
10. A minimum of (3) driver's and (2) passenger door bars are required
11. All bars must be welded to the frame and to each other & NOT to the metal body work

12. Must have roof center bar
13. No rear hoops
14. Driver's door plate mandatory
15. Support bar from roll cage to behind upper A frame rear bushing & from roll cage to front rear axle frame hump may be added
16. No half or shorty cages
17. No bars of any kind may be mounted or extend outside the confines of the car body
18. Padding of roll cage bars near driver's head, arms & legs are mandatory.
19. Installation of additional cage bars and supports are allowed inside main roll cage to add additional strength to cage
20. Front hoop is optional.

Special note:

Several local and national firms produce pre-cut and pre-bent cage pieces and kits especially designed for pure stock type race cars. These products may be stronger, less expensive, and more workable than home engineered bars.

V. Engine

1. Maximum compression 10.8:1
2. Maximum cubic inch: GM(Buick, Olds, etc.) 362 Ford 362 Mopar 373
3. Flat top or dish pistons only
4. Engine must be stock, made up of stock parts
5. Number 1 spark plug may be in line with the upper ball joint
6. All blocks, heads, manifolds (intake & exhaust) must be cast iron and remain untouched except for boring of block. No Vortex heads.
7. All camshafts and lifters must be hydraulic
8. No solid or roller cams
9. No rev kits or roller rocker arms
10. **Maximum lift .420 at pushrod (except Ford and Chrysler which is .460) lift at push rod.**
11. No dart or after market heads or manifolds except World Products head P/N 043600
12. **Maximum intake valve diameter is 1.94. Over 1.94 add 50 pounds**
13. All GM cars are allowed Chevy engines
14. **THE TRACK HAS THE RIGHT TO DIS-ASSEMBLE ANY ENGINE FOR ANY REASON**

VI. Ignition

1. 12 volt ignition only
2. Stock distributor & stock coil only
3. MSD #5900 or 8364 only
4. No dual point distributors

VII. Battery

1. Battery must be securely mounted behind driver in a marine style case.

2. NO BUNGEE CORDS!

VIII. Carburetors

1. Holley #4412 (2) barrel carburetors, or stock (4) barrel carburetors.
2. On Holley #4412 carburetor, choke plate must be removed. No modification.
3. No made-for-racing carburetors allowed
4. 1 ¼ “ maximum adapter and gasket combination allowed
5. Carburetor must have air cleaner. No air boxes allowed
6. No tapered base plate

IX. Exhaust

1. Dual exhaust allowed
2. Manifolds must exit downward, maximum 2” outlet.
3. No headers or center dump manifolds allowed
4. Exhaust must exit rear of driver’s compartment and under car to rear, not to side
5. Mufflers required
6. 2 Manifold Options:
 - a. Manifold, pipes, and mufflers not to exceed 2 ½ “ at any point
 - b. 2 into 1 3 inch tail pipe with muffler allowed
 - c. X pipe must be 2 ½”

X. Cooling System

1. Aluminum radiator allowed
2. Radiator that can fit in normal stock location may be used
3. No modification to hood for radiator clearance is allowed
4. Some type of additional heavy duty screen must be used to protect radiator
5. A shroud around the outside diameter of the fan is required

XI. Drive Train

1. Power glide transmissions optional with stock torque converter. No dummy converters.
2. Automatic transmissions only
3. Stock torque converters only
4. Rear axle must be stock for that make. No 9 inch rear ends allowed
5. All transmission rubber hoses must be sealed from driver
6. All gears must work
7. Must idle when in gear

XII. Suspension

1. Front suspension components such as control arms, struts, hubs, etc must remain stock and in stock location, mounted in stock position and manner for that make, model, and year
2. Right side upper A frame will be allowed-steel bushings
3. Poly bushings allowed.

4. No rear sway bar components
5. Front sway bar must be mounted to frame in stock location. No shims allowed. Adjustments are to be made with the bolts in between sway bar eye and lower control arm. Maximum of 1 1/4" sway bar
6. No adjustable springs or shocks
7. One shock per wheel, mounted in stock position, location and manner
8. Limit of 5/8" or metric equivalent shaft diameter
9. No tie rod end shocks
10. Stock appearing springs only
11. Screw cup spring spacers will be allowed only if they are screwed all the way up and welded and shims are used.
12. No screw jacks.
13. Add stackable shims only

XIII. Brakes

1. Stock brakes only
2. No rear disc brakes
3. Brakes must be in working condition at all 4 wheels
4. Brake type must be stock for that make and model on all 4 wheels
5. One stock master cylinder only
6. Brake pedal must operate normally and be in stock location
7. Single piston calipers, no aluminum components of any kind
8. No drilled rotors.

XIV. Weight

1. Minimum weight is 3400 lbs
2. Must meet these percentages: 53% front, 42% minimum right
3. All added weights must be painted white with your car number in black

XV. Fuel Tank

1. Steel fuel lines only. NO PLASTIC, RUBBER, COPPER, & OR ALUMINUM FUEL LINES!
2. Fuel lines may run ***through*** the interior of the car. The lines must be steel and run through another outer steel tube complete from front to back
3. Vacuum fuel pumps only, no electric fuel pumps
4. Stock fuel tank must be removed
5. Fuel cells mounted no lower than 11 inches from ground
6. Cell must be securely mounted to the frame or body & painted red
7. All fuel cells must have 1/8" deflector plates on sides and rear
8. Fuel cells MANDATORY!
9. Fuel cell must have 1 3/4 protector bar on rear

XVI. Wheels and Tires

1. **There will be two tire options: Hoosier 790 7" racing tire or the DOT 70 and 75-15 series maximum tread width 7.7".**
2. Maximum wheel width is 7 inches

3. Stock wheels allowed on left side
4. Steel racing wheels required on right side
5. Minimum 5 lug nuts per wheel
6. Must use large 1 inch lug nut
7. Minimum wheel weight 19 lbs
8. Maximum wheel offset (backspacing) 4 inches. Minimum of 3 inches
9. Must run same series tire around car.
10. 2" backspace wheels on right side only. With no spacers.
11. All 3" backspace wheels can use a maximum of one spacer per wheel no more than 1".
12. Weight offsets will be enforced. Left to right and front to rear.

XVII. Special Notes

1. This division is meant to be an entry/learning level to racing
2. Ford and Chrysler vehicles will be allowed some variations to improve competition. ALL MODIFICATIONS MUST BE APPROVED BY TRACK OFFICIALS.

XVIII. Safety

1. Snell SA-2005 or newer
2. Seat belts 3 years or newer
3. Hans device or Hutchins recommended
4. Fire Suit MANDATORY

XIX. Miscellaneous

1. No tire treatments
2. No Nitrous Oxide
3. No superchargers or turbos
4. No fuel pressure systems
5. No aluminum blocks
6. No aluminum heads
7. No dry sump oil systems
8. In any and all circumstances, if part of your car is deemed by the tech staff not to support the stock specifications, it will be declared illegal at that time. You will lose points and money for the night. All parts in question must be removed immediately.
9. No duct tape or shake 'n spray
10. No anti-freeze: \$500 FINE!
11. 22 inch numbers

XX. Inspection

1. All cars are subject to inspection ANYTIME before, during, or after a race
2. Officials reserve the right to disqualify cars, require changes, confiscate illegal parts etc and the decision of the officials is final
3. Any interference with any official(s) and his/her duties will result in an automatic disqualification

4. Official's decisions will be based upon fair play, safety, and to protect the "Spirit of Stock Car Racing"
5. Disqualification (except weight violation) is retroactive to ALL previous events competed in that race meet
6. Non-compliance with the specifications outlined here will subject the participants (owner/driver) to disqualification
7. All non-complying components will be seized by track officials
8. Any driver/owner refusing to allow the track officials to inspect a car will lose points and money earned and will have the subject car impounded until inspection is performed with crew chief and driver present
9. Owner/driver must provide tools