

Dells Raceway Park Pure Stock 2010 Rules

Rev 10-2-09

Rev 10-22-09 L.1. Ball Joints
U. S-10 Truck

General

These rules and regulations are designed to govern driver and crew member conduct during DRP racing events. By participating in these events, all DRP drivers are required to comply with these rules. While DRP makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport.

DRP is in the entertainment business. Drivers, Owners, Crew and DRP Staff cooperate to provide this exciting level of entertainment. All rules, race scheduling and structure, will be designed and implemented to support a balance between competition and entertainment value. Accordingly, drivers and crew are required to conduct themselves as professionals at all times.

Periodic Rules Adjustments

DRP may elect to change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

Rules Infraction Policy

DRP Management may suspend and fine any driver, team member, or car owner for violation of track rules, policies, or procedures. Management has right to confiscate any item that is in violation of the rules.

- A. Body/Chassis
1. 108" minimum wheel base. American made stock production vehicles only; 1955 to 1988.
 2. No convertibles, or pony cars.
 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" at cross member
 16. Frame and rocker panels must be a minimum of 5.5" 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. Rear spoiler allowed, maximum of 5" x 60", not to extend past body. Ends must not be enclosed.
 19. All metal interior body work, such as floor panel and rear firewall, must stay intact. Seal all holes
 20. Inner door material may be removed
 21. No chopping of the roof to make it lower
 22. No shortening of the fenders or quarters
 23. No aluminum or fiberglass body parts allowed, except for 5" maximum rocker panel
 24. Plastic nose piece allowed, with 7" minimum ground clearance
 25. Remove all cloth, plastic, vinyl, carpet, leather, etc., and any other non-essential flammable items
 26. Air-conditioning, heaters, & radios must be removed. Remove all headlights, taillights, side markers, emblems, moldings, nameplates, & associated hardware
 27. Front & rear seats & associated hardware must be removed

28. Stock hood & trunk latch must be replaced with pins
29. Removal of trunk floor is allowed and recommended
30. No sharp objects allowed anywhere in/on vehicle
31. No solid black cars
32. No front air dams
33. Radiator air deflector-3" max. Width of radiator only
34. Safety hoop MANDATORY, on front half of drive shaft
35. Steel drive shaft only, 2.5" minimum diameter, painted white or bright color

B. Windshield/Side Windows

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

C. 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 front and rear wheel wells. Ends must be chamfered and capped

D. 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 x .090" wall steel tubing.
4. No tail pipe tubing or water pipe allowed
5. All cage joints require gussets welded in the corners
6. All cage connections shall be completely welded
7. Basic 4 point cage required, with front hoop and rear hoop bars recommended
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. Driver's door plate mandatory, 1/8" thick steel welded to door bars
14. No half or shorty cages
15. No bars of any kind may be mounted or extend outside the confines of the car body
16. Padding of roll cage bars near driver's head, arms & legs are mandatory, and pad steering column
17. Installation of additional cage bars and supports are allowed to add additional strength to cage

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.

- E. Engine
1. Maximum compression 10.8:1
 2. Maximum cubic inch: Chevy 362 Ford 362 Mopar 373
 3. Flat top or dish pistons only
 4. No light weight crankshafts
 5. No titanium parts of any kind
 6. Must have inspection plug in oil pan: 3/4" NPT located inline with second or third rod journal of crankshaft, on either side above oil level. Hole in windage tray also required.
 7. Number 1 spark plug must be in line with or ahead of the upper ball joint's centerline
 8. All blocks, heads, manifolds (intake & exhaust) must be cast iron and remain untouched except for boring of block
 9. All camshafts and lifters must be hydraulic
 10. No solid or roller cams
 11. No rev kits, roller rocker arms, or roller tip rocker arms
 12. Maximum lift .420" intake and exhaust valve (except Ford and Chrysler which is .460)
 13. No dart or after market heads or manifolds except: World Products head S/R IO-52 with 170cc intake runner or PBM Thunder head, #167270 with 170cc intake runner
 14. Maximum intake valve diameter is 2.02"
 15. All GM cars are allowed Chevy engines
 16. **THE TRACK HAS THE RIGHT TO DIS-ASSEMBLE ANY ENGINE FOR ANY REASON**
- F. Ignition
1. 12 volt maximum battery
 2. Stock type distributor & coil only
 3. Firing order must not be altered
 4. No dual point distributors, or MSD boxes, (Ford exception can run MSD #5900)
- G. Battery
1. Battery must be securely mounted behind driver in a marine style case.
 2. NO BUNGEE CORDS!
- H. Carburetors
1. 2 barrel carburetors only
 2. Holley 4412 carburetor, choke plate must be removed. No other modification.
 3. 1 1/4" maximum adapter and gasket combination allowed
 4. Carburetor must have air cleaner. No air boxes allowed
 5. No tapered carb spacer plate
- I. 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. System Options:
 - a. pipes and mufflers not to exceed 2 1/2" at any point
 - b. 2 into 1 with 3" tail pipe with muffler
 - c. X pipe must be 2 1/2" or smaller

J. Cooling System

1. Aluminum radiator allowed
2. Any 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

K. Drive Train

1. No power glide transmissions
2. Automatic transmissions only
3. Stock torque converters only, with 12" minimum diameter
4. No posi-traction; "open" rear axles only
5. It is recommended to install 3/4" plug in rear cover above oil level, for inspection purposes, otherwise rear cover removal at the track may be required to check differential
6. Rear end must be stock for that make. No 9" Ford rear ends allowed
7. Aftermarket axle on right side highly recommended
8. All transmission rubber hoses must be sealed from driver
9. All gears must work
10. Must idle when in gear

L. 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. **The exception is ball joints: they must be stock. No after market ball joints allowed. Oversize ball joints may be used. However distance from control arms to spindle must match stock for that make and model. Reaming of spindles is permitted in order to accomplish this.**
2. Right side upper A frame will be allowed-steel bushings
3. Poly bushings allowed.
4. No rear sway bar components
5. After market rear controls arms allowed, stock length only, with poly style bushings (no heims)
6. 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" diameter sway bar. **Sway bar must not be tubular, must be solid bar.**
7. One shock per wheel, mounted in stock position, location and manner, non adjustable, non rebuildable, with 5/8" or smaller diameter shaft
8. No tie rod end shocks
9. Any steel spring that fits in stock location allowed
10. No adjustable (threaded type) spring spacers
11. Add stackable shims only, (allowed on front and rear springs)

M. Brakes

1. Stock brakes only
2. **No drilled rotors**
3. No rear disc brakes
4. Brakes must be in working condition at all 4 wheels
5. Brake type must be stock for that make and model on all 4 wheels
6. One stock master cylinder only
7. Brake pedal must operate normally and be in stock location
8. Single piston calipers, no aluminum components of any kind
9. No made for racing brake calipers
10. One brake proportioning valve allowed, must not be in driver's compartment

N. 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
4. No weights are permitted to extend or hang below frame

O. 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" from ground
6. Cell must be securely mounted to the frame & painted red
7. All fuel cells must have 1/8" deflector plates on sides and rear
8. Fuel cells MANDATORY, 16 gallon maximum
9. Vents must contain rollover valves to prevent spillage
10. Fuel cell must have 1 3/4" diameter protector bar on rear, braced back to frame and extend below fuel cell

P. Wheels and Tires

1. Spec tire for 2010 will be Hoosier 790 27.0/ 7.0-15. Tires will be available at the track. A maximum of 10 tires for the season per car will be enforced. Tire numbers will be recorded at time of purchase and after any race all 4 tires on the car must match DRP recorded numbers. Tires from 2009 will be allowed to be used (maximum of 6 per car), but teams must submit the tire numbers to DRP at the start of the season. These tires will not count against your 10 tire limit.
2. Visiting teams will be allowed to run DOT tires: 75 series 15" P235 maximum or 70 series 15" P225 maximum, for a maximum of one event during 2010 season.
3. Maximum wheel width is 7"
4. Stock wheels allowed on left side, steel racing wheels required on right side
5. Must use large 1" lug nuts, minimum five per wheel, threads must be visible on outside of lug nuts
6. Minimum wheel weight 19 lbs
7. Wheel offset (backspacing): 2" maximum.
8. Maximum of 3/8" thick wheel spacers allowed

Q. 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.

R. Safety

1. Helmet Snell SA-2000 (SFI 31.1 2000) or newer. Eye protection mandatory.
2. 3" minimum width lap and shoulder harness, 2006 or newer. Crotch strap required.
3. Belts must be anchored to roll cage or frame. Belt anchors must swivel or be bolted solid pointing in same direction as when driver is belted in. Grade 5 hardware required.
4. Shoulder harness must not be anchored lower than 2" below driver's shoulder height
5. Hans device, Hutchins device, 6-point belts (double crotch strap) recommended
6. Fire retardant driving suit and gloves MANDATORY
7. Approved aluminum driver's seat required, must be mounted to frame or cage as far from door bars as practical. Rib rest must remain flexible. Headrest support at rear of seat required.
8. Shoulder supports and head supports on right and left sides of seat recommended
9. Driver's compartment must be sealed off from engine compartment and fuel container
10. Access to driver from right side by emergency personnel required
11. Securely mounted fully charged fire extinguisher, dial type required
12. Ribbon or mesh type window net with seat belt style release at front top cage upright required
13. Clearly labeled kill switch accessible from both sides of car required

S. Miscellaneous

1. No tire treatments
2. No Nitrous Oxide, superchargers or turbochargers
3. No fuel pressure systems
4. No aluminum blocks or heads
5. No dry sump oil systems
6. 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.
7. No anti-freeze: \$500 FINE!
8. Transponder location is 165" behind front edge of car
9. Two way radios are not allowed

T. Appearance

1. A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. No duct tape or shake 'n spray numbers.
2. 18" high numbers on both doors
3. 6" high number on top right corner of windshield
4. 22" high number on roof, readable from right side
5. All dark colored cars must have ample light colored lettering or numbers to improve visibility
6. Head light orbits must be tinned over and finished out. Attractive grille areas required.
7. No profanity/offensive lettering allowed.

U. New choice for vehicle: S-10 Chevy 2WD pick-up truck

DRP will entertain inquires from interested competitor/s to build a Purestock race truck to compete in this division during 2010 season, using an S-10 as a starting point. Engine rules will be same as for Purestocks. Engine location, ride height, cage configuration, etc. will be worked out with input from DRP during build process. Issues are currently being investigated, as to year eligibility, cab size, etc. Do not proceed on your own until contacting DRP.

V. 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