



2010 Placerville Speedway Pure Stocks Rules

HRP-PSRules-010910.1

THIS BOOK IS EFFECTIVE JANUARY 1, 2010 & SUPERCEDES ALL PREVIOUS RULES.

Interpretation of these rules or amendment to these rules may be made at any time. 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 registrants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these 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 participants.

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 EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED 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. Referee's decision is final.

THE MANAGEMENT OF PLACERVILLE SPEEDWAY

AMB TRANSPONDERS ARE MANDATORY

(mounted to right front down tube between frame rails)

AMB TRANSPONDERS | www.amb-it.com

Personal TranX260 Direct Powered Transponder: By far the most popular with drivers, the Direct Powered Transponder (DP) needs a quick two-wire connection to the car's battery to operate. Once mounted to the car using zip-ties or rivets, the DP Transponder requires no maintenance or upkeep.

Personal TranX260 Rechargeable Transponder: Ideal for cars that have a limited electrical system on-board or cars whose electrical system is an older 6 volt type, the Rechargeable Transponder offers drivers increased flexibility in operation. For example, the transponder can be easily switched from car to car where a driver races two cars during a weekend. Though the transponder does need recharging after 5 days of operation, its special charging cradle is designed to prolong the battery life when not in use.

1. CHASSIS

- A.** Any 1955 or newer American made passenger Car will be allowed.
- B.** Minimum unaltered factory wheelbase of a 108". Stock frame only. No modifications allowed, Ford, Chevy, and Dodge.
- C.** Uni-body cars must have 2" x 4" minimum sub-frame connectors, Material .095 minimum.
- D.** No intermixing of body and frame parts. (Manufacture to Manufacture).
- E.** Must include stock lower a-arm mounts and stock lower a-arms.
- F.** Four wheel drives, sports cars, convertibles, front wheel drives or station wagons are not allowed.
- G.** Cars to be STOCK unless specified otherwise.
- H.** Swapping engine OK if bolt in replacement, Example 327,350,400 Chevy. Engines must be GM to GM or FORD to FORD, etc.
- I.** Vehicle must be de-chromed and all glass and flammable material must be removed (Excepting gauges and bumpers) NO MIRRORS PERMITTED.

2. BODY

- A.** Aftermarket steel bodies or panels can be used, Must be stock appearing.
- B.** Body must be mounted securely to frame from the rear of driver's seat forward.
- C.** Firewall must be stock or 18 gauge sheet metal to replace damaged firewall in stock location.
- D.** You are limited to gutting the following: hood, trunk lid, roof and doors.
- E.** Floor pan must be stock from the rear of drivers seat (left to right) forward. Must be welded or bolted. If welded, welds shall be 3" long and 7" between each weld minimum.
- F.** No outside Iron rails (Nerf bars).
- G.** Fenders may be cut to give 3" of clearance above the tire. Protruding sharp edges will not be allowed.
- H.** Hood must be secured on all four comers. Hood may be gutted.
- I.** Car will NOT be allowed to run without hood in place. NO HOOD, NO RACE.
- J.** Plexiglas is not allowed on car.
- K.** Plastic nosepieces permitted if similar to vehicle and must look OEM, Must also look neat.
- L.** All cars MUST have a minimum of half the windshield area in front of the driver to be covered with wire mesh of 1/4" to 1/2" square and must have 3 posts or straps located in front of driver Post will be built and attached securely. They must be built with 1/2" tubing or 1/8" x 1" straps.
- M.** Must have at least one number on both doors and on roof. Minimum size of number 18" tall 2" wide and contrasting color of car. Also see number specifications in general rules.
- N.** No mirrors or electronic communication devices of any kind, No sign boards.
- O.** Spoiler specs Maximum height 8", Maximum width 72".
- P.** A kill switch is required with in easy reach of the driver and Safety Crews. It must be clearly labeled "ON" and "OFF".
- Q.** All added weight must be in block form, PAINTED WHITE, with the car number on it. Weight must be securely fastened, with minimum 1/2 inch bolts, inside the body panels and not on rear or front bumper. 25 lbs per bolt mount. One bolt 25 pounds, two bolts 50 pounds. No one piece over 50lbs.

3. ROLL CAGE

- A.** Roll bars shall be of the full cage type, mild seamed steel 1 ½” or 1 3/4” X .095 wall minimum, 4130 Chromoly 1 ½” or 1 3/4” X .095 wall minimum, with full loop from frame over the driver. These bars are to be connected on the top of both sides with another bar. Cage shall be within 3” to top of car and 6” of sides of top. In the back loop, running from the right top to the bottom bar at about 45 degrees, there shall be a bar. These bars must be properly welded together and attached to the frame. Roll bars to be welded or bolted to the frame with NO less than 7/16” bolts or both, where possible. Must be welded and attached securely to frame or Sub-frame filler on uni-body car. Bar may not be secured by welding to floor pan.
- B.** All “T” intersection must be gusseted and welded on both sides.
- C.** Cage to be above driver’s helmet by 2”.
- D.** Must have one bar front to rear approximately center of cage.
- E.** Roll cage must include three door bars on driver’s side within 3” of the door. Welded to both the front and back uprights and evenly spaced to protect the driver’s hips and legs. Minimum of one brace running vertically.
- F.** Front loops are allowed inside the body in front or behind radiator.
- G.** There will be two bars angled from top of cage towards rear end, this can extend past rear axle to frame rail.
- H.** You may be asked to drill 1/4” hole in roll cage for inspection purposes.
- I.** All cars must be equipped with a tow hook or similar device both front and rear.
- J.** Radiators may be mounted to a front bar with stock mounts removed. Bar may extend to fenders but must remain behind bumper. Bar must be independent of cage and NO larger than roll bar material.
- K.** The technical official or race committee must approve all roll cages.

4. SUSPENSION AND STEERING COMPONENTS

- A.** Steering box must be stock, for example GM to GM etc., located in stock position. Steering quickeners are permitted.
- B.** Springs must be STOCK type springs and in stock location.
May be cut or heated. Non-adjustable spring spacers are allowed.
- C.** Weight jacks are not allowed. If weight jacks are in car must be welded or covered (in-op).
- D.** Air or coil over shocks are NOT Allowed. Stock replacement type shocks only. NO racing shocks.
- E.** Suspension must remain stock. Steel tubular upper a-arms are allowed.
- F.** The suspension components must be in their stock positions. Notching or an alteration to the frame to accommodate suspension components is prohibited.
- G.** One shock in the stock location per wheel.
- H.** No adjustable weights.
- I.** No racing, adjustable, or reservoir shocks.

5. WEIGHT

- A.** Minimum weight 3225lbs on all cars with driver.

6. ENGINE SETBACK

- A.** Must remain in stock location.
- B.** Centerline of crankshaft may not vary more than 1" from centerline of front stub.

7. ENGINE

- A.** Cast Iron block and heads.
- B.** Titanium is not allowed. Engine connecting rods must be 100% steel. There must be an inspection plug in the oil pan, Either a #12AN fitting or a 1 inch pipe plug, if a car is to be inspected and there is no inspection plug in the oil pan it will be required to pull oil pan for inspection 2010 season.
- C.** No Dry Sump oiling systems.
- D.** Stock crank only. No stroked motors. "377 383 etc".
- E.** Maximum cubic inch 400+ 2% cleanup for reconditioning (406). Proposed Maximum cubic inch in 2010 (364).
- F.** After market racing oil pan allowed.
- G.** Engine through transmission shall remain stock unless otherwise noted.

8. RODS

- A.** Replacement rods only! NO "H" BEAM, Stock length rods only, 5.7" Max.

9. PISTONS

- A.** Stock replacement cast or forged only as normally used in rebuilding.
- B.** Pistons may not protrude above block deck. Flat top piston only; cast, forged or hyper-eutectic are allowed.

10. CAMS

- A.** Any stock or aftermarket hydraulic cam and lifters. Camshaft button is allowed. Hydraulic roller cams or flat tappet cams are not allowed.

11. GEAR DRIVES

- A.** Are Not allowed.

12. CYLINDER HEADS

- A.** Must be OEM cast iron heads only. Straight plug only.
- B.** Vortex heads allowed
- C.** All heads must be stock valve angle for make:
(Chevy = 23 degree, Ford = 20 degree, Dodge = 18 degree)
Dart, World or other after market heads are Not Allowed!
- D.** Grinding, porting, polishing, gasket matching etc. is not allowed.

- E. Angle milling of heads is not allowed.
- F. All casting numbers must remain visible.
- G. May install screw in studs and guide plates.
- H. Stock diameter valves & springs for head casting number only. No oversize valves or springs.

13. ROCKER ARMS

- A. No Roller rocker arms or roller tip rocker arms. No offset rocker arms or Jessel rocker arms. Must be stamped steel only.
- B. Ford adjustable rockers are allowed.
- C. Rocker arm locks optional.

14. INTAKE MANIFOLD

- A. OEM stock cast iron or aluminum 2 or 4 barrel manifold or Track approved aluminum dual plane Edelbrock Performer, GM marine cast iron ok.
- B. Grinding, porting, polishing, gasket matching etc. Is not allowed. Must be untouched as originally manufactured by the factory or distributor. ANY MANIFOLD DETERMINED TO BE MODIFIED WILL BE CONFISCATED BY PLACERVILLE SPEEDWAY OFFICIALS.

15. CARBURETOR

- A. Must have TWO return springs.
- B. Must have toe strap on throttle pedal.
- C. Maximum 1 ½" spacer plate is allowed.
- D. A stock replacement HOLLEY 4412 must be used on any motor.
- E. Choke tower must be in place and factory stamped 4412.
- F. Must pass (GO- No Go Gauge) Max venturi diameter 1 3/8"
- G. Carburetor must mount to manifold without any modifications to the manifold or the base plate of carburetor.
- H. The Carburetor cannot be modified internally with the exception of jet change, power valve and choke removal.

16. IGNITION

- A. Distributors must be of stock production ONLY! Coils must be stock types only unless otherwise noted!
- B. Electronic ignition may use aftermarket module. May use MSD coil or Square coil for none hei distributors.
- C. Super Coils, MSD boxes, Magnetos are not allowed.

17. FUEL PUMP

- A. Pump must mount in original position. No belt drive pumps or electric pumps.

18. FUEL

A. Pump or race gas ONLY. NO ADDITIVES OF ANY KIND! SUBJECT TO INSPECTION AT ANY TIME.

19. FUEL SHUTOFF

A. All cars to have a 1/4 turn off valve in the fuel line in the drivers compartment, to be accessible to the driver and painted RED. It must be 1/4 turn off type. Must be clearly marked ON - OFF.

20. GAS TANK / FUEL CELL

A. Gas tank shall be removed from their original position and replaced with required approved FUEL CELL in a fuel cell can, with maximum capacity of 22 gallons in trunk area. Cell to be mounted between the frame rails and shall not extend more than 2" below the bottom of the frame rails. Tank must be mounted with a minimum tie down of 1 1/8" x 1" strap iron. (NO PLUMBERS TAPE). Cell must have a vent and a securely fastened cap. No part of filler pipe may be made of rubber type connection. Cells to be vented to underside of car.

B. A fire shield of no less than 18-gauge metal to be placed between tank and driver. Must have L shaped shield in front and bottom of fuel cell.

C. Fuel cell is to have a full sealing cap and a roll over vent.

D. Cells must be protected with one tubular bar in front of tank and behind tank not to exceed 2" in outside diameter.

E. All fuel cell mounts subject to safety inspector's or race committee approval.

F. Any car leaking or spilling fuel will be BLACK-flagged.

21. RADIATOR

A. Must be in front of engine, in stock location.

B. ANTI-FREEZE IS NOT ALLOWED.

C. WATER WETTER & WATER SUGGESTED.

22. TRANSMISSION

A. Automatic transmissions with working torque converter. If Trans cooler is used and located inside car it must be shielded from driver.

B. Manual transmissions allowed, must be OEM production type and have all gears and stock clutch.

NO RACING CLUTCHES (Triple Disc etc.)

C. No ALUMINUM OR ANY OTHER TYPE OF LIGHT WEIGHT FLYWHEELS!

D. Must run approved scatter shield for manual.

E. All cars must be able to move smoothly and slowly thru pits.

23. DRIVE-LINE

A. Steel Only, Must be painted white.

B. Drive shaft loop (360 degrees) are mandatory. Must be placed 6" minimum to 16" maximum from the transmission tail shaft.

24. REAR-END

- A. Only stock passenger car rear ends are allowed.
- B. NO ¾ ton rear ends.
- C. Locked rear ends are allowed.
- D. Ford 9" allowed in stock location.
- E. Full Floater rear end Allowed.
- F. NO Quick change rear ends. No live axles allowed. (Sprint car).

25. REAR SPRINGS. REAR SUSPENSION

- A. All mounting points must remain stock. ALSO SEE RULE 4

26. BATTERY

- A. All batteries must be mounted in an approved manner in front of the fuel cell.
- B. 'Maintenance Free', no vent caps and sealed battery is suggested.
- C. Batteries that are not sealed must be sealed in a marine type box.
- D. Batteries are not allowed in the driver's compartment.

27. BUMPERS

- A. Fabricated bumpers is allowed, must meet safety tech. Aluminum preferred.
CANNOT BE OVER BUILT i.e. Battering ram.
- B. No part of bumper may extend beyond center of tire.
- C. Bumpers to remain in approximate stock location.
- D. No added bracing of any kind, i.e. Battering ram. No sharp edges.
- E. Two individual safety chains or cables to be installed on bumpers.
- F. Bumpers must have chain loop or hook attached that is adequate in size for towing the car off of track.
- G. Bumper straps are allowed and highly suggested. (Bumper to body).

28. TIRES

- A. Hoosier DOT dirt P245-60D-15, P255-60D-15, P265-60D-15.

29. WHEELS

- A. Wheels to be minimum 3/16" center.
- B. Wheel width 8 ½" maximum.
- C. Wheel studs minimum 5/8" and 5/8" lug nuts are required.
- D. Bead locks are allowed on right side only.
- E. Mud plugs are allowed.
- F. Steel wheels recommended.

30. BRAKES

- A.** Must have at least three wheel brakes operational. L/F and both rear. Brakes shall be stock otherwise.
- B.** No copper or plastic brake lines.

31. EXHAUST / MUFFLERS

- A.** Stock exhaust manifolds or headers (bottom dump only)
- B.** Over the engine or 180 degree headers are NOT ALLOWED
- C.** Mufflers are mandatory. Type optional
- D.** Mufflers and headers must remain attached. All muffler and header components must remain intact and operating. Failure to comply with this provision will result in automatic disqualification.
- E.** Exhaust pipe must extend beyond driver compartment.
- F.** Track DBA requirements must be met 95dba @ 100'. ABSOLUTELY NO EXCEPTIONS AS THIS NOISE REQUIREMENT WILL BE STRICTLY ENFORCED.

32. BINDING COMPONENTS

- A.** No leather straps, ropes, chains or wire may be used to hold or bind components together.

33. SEATS

- A.** Car must have approved racing type bucket seat.
- B.** Seat must be mounted securely to ROLL CAGE.
- C.** Headrest is mandatory or high back seat is required.
- D.** Upholstered and padded is highly suggested.
- E.** Positively No Homemade Aluminum, Plastic or Fiberglass seats allowed.

34. SAFETY BELT REQUIREMENTS

- A.** General - Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an event. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.
- B.** Seat Belts - Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer. (A quick release seat belt and shoulder harness no less than 3" wide and submarine belt (crouch) are mandatory. 2" wide shoulder harness for Hans device ok).
- C.** Seat belt webbing that comes into contact with any sharp or un-radius metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturer's supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.
- D.** It is the responsibility of the driver, not the Track, Officials or the Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used.

E. All belts must be mounted to the roll cage separately from the seat with 7/16" grade five bolts minimum.

F. A steel plate may be welded to roll cage at driver's right side for belt attachment to prevent drivers from sliding side to side under belt.

G. Belts must come from behind driver. The mounting position is important! Shoulder belt should be mounted approximately 4" below the shoulders. The lap belts mounting should be the same width of the driver.

H. Harness/belts must be worn at all times when the car is on the track.

I. 2yrs old on belts maximum. The date stamp must be readable and belts must not be worn (frayed) or they will have to be replaced for your safety.

35. SAFETY

A. Driver should wear a full face helmet, with at least a valid SA 2000 or SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1 2000 label at all times on the track or when car is fired.

B. The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.

C. Head and Neck restraints are strongly suggested. If a head and neck restraint system is connected it should conform to the manufacturer's mounting instructions.

D. Helmet and face shield must be worn at all times while operating a car on the race track. No goggles permitted.

E. Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.

F. Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3 label. Nomex-type or equivalent fire resistant uniforms (suit), gloves, neck brace, are mandatory.

G. Nomex-type or equivalent hood, socks, underwear and shoes are highly suggested.

H. Drivers Side window Net Required. Window nets must be equipped with quick release mechanisms. All steel release system highly suggested. Arm restraints are suggested.

I. Other Safety Items

1) No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.

2) A marked electrical kill switch in reach of driver.

3) A marked fuel shut off valve in reach of driver.

4) Flame retardant seat, roll bar, knee and steering pads or padding are suggested.

5) Drive line u-joint scatter shields are suggested.

36. FIRE CONTROL

A. A fully charged fire extinguisher meeting SFI 167.1 with activation push or pull knob within the reach of the driver to protect the driver by flooding the driver's compartment is suggested.

B. Valve plunger (actuator) must be mounted at right of driver and in plain view.

- C. On-board system will be inspected and must be passed by Tech inspector or race committee.
- D. It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 gal FFF or equivalent. in addition to in car system.
- E. If no on-board system, suggested minimum 2.5 pound FFF or equivalent (dry powder) fire extinguisher must be mounted within driver's reach in an approved bracket, for the drivers safety.

37. PROTEST ENGINE/TRANSMISSIONS/CHASSIS:

A. Participating car owners and drivers ONLY may protest another car's compliance with the engine rules. Car must be still be running competitively at end of feature. The protest must be filed with the track referee or the Technical Inspector with a \$250 deposit (\$200 protest \$50 Tech Time) for a top end inspection which includes all top end items plus the piston rod assembly, timing chain, camshaft, or converter/clutch. Deposit must be within 10 minutes after the main event and protested CAR OWNER may counter protest within 10 minutes after being notified. Once the Technical Inspector receives protest money, protest has begun. Money will not be dispersed until protest inspection of the engine rules and office notified of results. If anything else regarding the engine is being questioned it must be written down on the original protest, it must state what is to be inspected. No engine protest's last 4 races of the season. **MUST BE REGISTERED PARTICIPANT OF TRACK.**

B. Tear down location shall be agreed upon before leaving Placerville Speedway. Both parties must agree and sign protest agreement. Driver/Owner being protested may have first choice of where tear down will take place, must be in Local area and shop properly equipped. Officials will make final decision. The protest car must leave for tear down area within 30 minutes or be declared illegal.

C. Tear downs will be made by the driver, one pitman or mechanic, the Technical Inspector or person chosen by him to an observer and two alternates. The committee will also safely check cars and assist in rules interpretations.

D. If declared legal the deposit goes to the protest owner. If declared illegal the deposit is returned to the protester, the car and owner/drivers will be penalized a two weeks suspension, car and drivers money and points for the night and lose all accumulated points in this division, additional fines may be imposed!

E. No alcohol before or during the protest inspection!

F. Do not abuse this rule!

Decisions of PLACERVILLE Speedway Official(s) are final and binding without exception. PROMOTER RESERVES THE RIGHT TO ADD OR DELETE EVENTS AS DEEMED NECESSARY. ALL DECISIONS WILL BE FINAL AT THE PROMOTERS DISCRETION.

**2010 STATE RULES ALLOWS NO LIQUID DUMPING
FACILITIES AT THE FAIRGROUNDS.**

Each race car that enters the fairgrounds pit area MUST have an empty container(s) approved by the management of PLACERVILLE SPEEDWAY that will hold at least 2 gallons of used oil (fluids) for collecting anything that may be drained out of the race car or tow vehicle at each event. These containers must be removed with the race car after every race and disposed of at an approved facility at the owner's expense. NO TIRES ARE TO BE LEFT AT PLACERVILLE SPEEDWAY.



HANDY RACING PROMOTIONS, INC.
100 So. Harding Blvd., Suite #3 | Roseville, California 95678
Phone: (916) 969-7484 | Fax: (916) 783-7223
www.placervillespeedway.com | www.handyracingpromotions.com