

Paragon Speedway 2008 Pure Stock Rules

Saturday Night Racing

Phones: Track (765) 537-2366 - Office (765) 537-9326

Website: www.paragonspeedway.com

Rules are subject to change or adjustment – Check Frequently This is a low-cost, entry-level class. Rules: If it doesn't say you can, you can't!

NOTICE: No insurance coverage available if driver info card is not on file with complete, accurate information (social security number and zip code, etc.). Driver information cards must be on file before competing and before prize money and points will be awarded. All prize money must be picked up date of event. All cars must be stock and in original condition unless otherwise stated below. In case of an accident: refusal of blood test by medical personnel will render track insurance – Null and Void.

BODY:

- American made vehicles with minimum wheelbase of 108" both sides. No station wagons allowed. No adding to or altering floor pan allowed. Tying front clip to rear suspension or any added tie-ins to floor pan to build a frame is not allowed. Stock, steel bodies only, body must match year and make of chassis. Stock appearing after market nosepieces allowed. No skirting allowed. No spoilers allowed. Pickup truck bodies will be allowed (compact trucks only, must have complete cover over bed). All glass, headlights, chrome, upholstery and mirrors must be removed. A frame mount four point roll cage with 3 or more driver's side door bars and 2 or more passenger door side bars with minimum of 1 1/2" diameter and .095" thickness is required. No bars or bracing allowed to pass through front firewall. No bars or bracing allowed in front of engine firewall to front bumper. Must be Stock from engine firewall forward. It is recommended to have 2 rear down braces. Rear roll cage bracing may extend to front of rear bumper. No suspension components may be attached to down braces. **All bars and bracing must be inside body panels.** No bars attached to bumpers. All horizontal roll-cage bracing must be at least 3" above floor pan. No exhaust tubing allowed. All butt welds must be gusseted. All doors must be bolted or welded shut. Stock type bumpers only, ends must remain intact. No sharp edges on bumpers allowed. A minimum of 3 driver protection bars of 3/8" is required in windshield in front of driver. No radios allowed.

- Cars must have **stock** front & rear firewall. No cutting or welding on original firewall seams. Bubble may be added to firewall for distributor clearance. All open holes must be closed with steel, or aluminum. **Stock** steel unaltered floor pan, firewall, trunk; trunk floor and rear inner fenders must remain. No sectioning, channeling or chopping allowed. Hood must remain in place at all times. No hood scoops allowed. **No inside skirting allowed**, only OM inside and outside sheet metal allowed. • A drive shaft safety loop must be mounted within 12" behind front u-joint. Drive shaft must be painted white.

- All cars must have chain loops on front and rear bumpers for tow trucks.
- All are required: Competition type seat; shoulder harness should be at least 2" belt, lap belt at least 3", and a crotch strap (5 point belt assembly) required; **approved helmet and fire suit required.** Safety equipment must be worn anytime car is on track. One fire extinguisher required by each racing team in pit area.

- Fuel tank may be original but must be secured inside trunk. Fuel cells are strongly recommended. Fuel tank/cell must be mounted in trunk floor securely to pit steward's satisfaction. Car must have original trunk floor and must remain intact. **No lowering of tank/cell below trunk floor, 22-gallon maximum tank/cell.** Lever type shut-off valve required. Must be mounted in line above right rear fender well. (Easy access for Fire Crew.) Firewall between tank/cell and driver is required.

- If battery is in driver's compartment, it must be completely enclosed in marine-type box with lid.

- Car must be clearly and neatly numbered with numbers at least 24" in height on both sides and on **roof of car**. Car numbers are **limited to 2** numbers and one letter. Numbers must be legible against body colors from passenger side under lights. If scorers cannot read your number, you will not be scored. **This rule will be strongly enforced.**

SUSPENSION:

- No modifying of suspension or frame except right front wheel can lean in. No coil racing shocks. No changing of coil suspension to leaf or leaf to coil. Stock OEM suspension to chassis only. Spring rate may be altered. No lift bars, pull bars, etc. allowed. No weight jacks. Only one shock per wheel. Shock mount and location optional. No spacers, lumber chains, etc., may be used to alter stock suspension. Steering quickening devices are optional (must be mounted at least 12" below hub of steering wheel).

ENGINE:

- Must be mounted in original location. #1 spark plug must be in line with or in front of upper ball joint. Engine must match chassis (GM to GM, Ford to Ford, etc.) No engine plates or torque plates allowed. Two-barrel carburetor only. No after market carburetors allowed. No Holley carburetors allowed. No external altering of carburetor. Pump gas only. No additives allowed-95 octane max. Carburetor claim: \$200 exchange. **No roller cams, no roller rocker arms allowed. Factory cast iron OEM heads, intake and blocks only.** Stock cast iron exhaust manifolds only. All oil must remain inside of oil pan, no dry sumps or oil tanks allowed. Accusumps are allowed. No electric fuel pumps or magnetos allowed.

- Radiator must be in front of engine. All other coolers must be in original location. No coolers inside driver's compartment.

ENGINE CLAIM:

- Engine claim of \$400 (cash only) plus your engine in exchange. Same OEM only. Both engines must be in running condition. Failure to sell will result in loss of all points earned to date, and forfeit of night's money plus car will be barred for remainder of season. Engine claim consists of short block and complete heads, including damper and flywheel. If your Engine is claimed you may keep the following items: Valve covers, carburetor, intake manifold, fuel pump and ignition components.

- Car (Driver) making engine claim must be on lead lap and take the checked flag in feature event.

- Deadline to make engine claim will be 10 minutes after Feature event is final.

- Driver (Team) may only claim one engine per season.

- NOTE:** Promoter may claim engine at any time for \$400 (no exchange).

- You must have competed in at least 50% of season schedule to claim engine, but anyone can be claimed the first night they compete.

- If you pay the fee to claim engine, then later change your mind, money paid will not be refunded, and money will go into special event purse. (If party refuses claim, money will be refunded). All engines involved in claim must be removed at track.

TRANSMISSIONS AND REARENDS:

- OEM automatic transmissions only must have working reverse. Must have working torque converter, 11" minimum diameter. Torque converter must have drain plug. Engines must be able to idle with transmission in gear, **this is mandatory.** OEM rearends only, must match year and make of chassis. Rearends may be locked.

BRAKES:

- Brake components must be OEM only and match year and make of chassis. Brake components must be mounted in original location. No adding to – or changing of-brake pedal allowed. Emergency brake pedal and components must be removed.

TIRES AND WHEELS:

- Steel wheels only. 8" wheel width Maximum (outside measurement all 4). White spoke or racing wheels is strongly recommended. No bead locks allowed. **Right side wheels must have 1" lug nuts for safety.** Any loss of wheel or tire will require car to leave track. DOT street tires only (all 4). No DOT racing tires allowed. No truck tires, mud grips, etc. No grinding on sidewalls allowed.

INSPECTION:

- All cars are subject to weekly inspection. No equipment will be considered as having been approved by reason of having passed through tech inspection unobserved. Illegal cars will not be allowed to run that event. Decision of pit steward and/or officials will be final. **Track officials will act upon any situation not specifically covered. Their decisions are final.** All inspections at owner's expense.

- Driver will lose all points earned to date if car is found illegal after competing in an event. **THERE WILL BE NO PIT FEE REFUNDS.**

- Drivers must take green flag in competition to earn show-up points (exception: see management).

- *Any car deemed Dominant may be mechanically handicapped by Track Promoter.**

- Track insurance carrier accepts and writes our insurance policy under these existing rules. Any deviation of these rules by any team will result in no insurance coverage for that team.

Rules Updated February 7, 2008

