

2018 Salina Highbanks Speedway Pure Stock Rules

Changes and clarifications highlighted

Unless otherwise noted, all parts must be OEM and must match make and year of car.

SAFETY EQUIPMENT

Receivers will be MANDATORY in 2018. Rules apply at all times car is on track. Snell-rated SA2005 or SA2010 helmet required. Roll bar padding required in driver compartment. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Fire extinguishers are required and must be mounted within driver's reach. Dry type only. Driver's side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of 'window. Minimum three-inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required must be mounted securely to main roll cage. NO BELTS OLDER THAN 2 YEARS OLD Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'. Please refer to General Rules for more safety information.

FRAME

American made full body rear wheel drive passenger car or pickup.

- A. Must be full or uni-body frame car with factory steel body. Must be 108" wheelbase minimum (must measure the same on both sides). Factory seams must remain visible.
- B. 101" wheel base allowed with a 305 or smaller cubic inch engine and follows other engine rules. Must have four link suspension in stock location. NO FIFTH ARM ALLOWED PERIOD. No pan hard bars, except for late model Fords, if factory mounted. Frame must match body. Factory seams must remain visible. Unibodies must tie rear frame to front frame. Frames may be "X" braced. Camaros, Firebirds or Mustangs.

ROLL CAGE

Main cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with wall thickness of at least 0.095 inch.

Recommended: low carbon or mild steel. Minimum of 6 point roll cage required. Minimum of 3 door bars welded to OEM frame on both sides, front down bars and rear hoop must be welded to OEM frame. Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.50 inch O.D. with 0.095 inch wall thickness. Minimum one cross bar in top halo front to back. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns. Rear down bars and engine hoop required, and must be minimum 1.25

inch O.D. tubing with 0.083 inch wall thickness. Fuel cell protection required must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch O.D. tubing. All bars must be inside body. DOOR BARS: All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat and must be visible for inspection.

BODY

All bodies must be unaltered OE or OEM replacement, in OEM location and match frame. Front body mounts must be visible. You can use sheet metal (STEEL ONLY) to make body panels to replace bent factory panels. ALL PANELS MUST HAVE THE FACTORY LINES IN THEN AND BE ROLLED LIKE FACTORY PANELS, THEY CAN NOT BE FLAT SLAB PANELS. THEY MUST REMAIN THE FACTORY SIZE AND SHAPE. If these panels DO NOT LOOK OEM/FACTORY you will not be allowed to race in this class until they are fixed. Sunroofs and T-tops must be enclosed. Aftermarket plastic nosepiece and tailpiece allowed. NO SPOILERS ALLOWED, hood scoops and OEM appearance skirting allowed. OEM STEEL hood trunk lid may be gutted. It may also be an OEM aluminum hood.

Hood and trunk must be securely fastened. Hood must be separate from fenders. Front inner heel wells may be removed; rear wheel wells may be removed to middle seam. Trunk floor directly may be removed. All doors must be securely fastened. Fenders and quarter panels may be trimmed for tire clearance, ONLY. No reflective body panels.

DRIVER COMPARTMENT

Minimum 4 windshield bars in front of driver. Aluminum high-back seat only and must be bolted in using minimum 0.375 inch bolts.

SPRINGS

One steel spring per wheel only in OEM location. Minimum 4.5 inches O.D., maximum 14 inch free height, non-progressive coil springs only. No spring rubbers allowed.

REAR SUSPENSION

All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM location and match frame. OEM rubber control arm bushings only. No independent rear suspension. No sway bars, pan hard bars, spring spacers, extensions, chains or cables. No suspension stops of any kind allowed.

Drivers seat must at minimum be 25" forward of the rear end center line. Driver must be sealed off from track, driveline, engine and fuel cell.

Dash must be flat, rear can be no higher than front, except for cowl in front of driver. Enclosed Interior OK, Doors may be gutted.

No cutting out of firewalls, roof, kick panels, rocker panels, except for roll cage clearance. All holes in firewalls and floor must be covered with metal. OEM floor may be replaced from OEM front firewall to OEM rear firewall using steel fabricated floor pan, 18 gauge or minimum 0.049 inch thickness, securely welded to frame. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail. Exception is maximum eight inch tall driveshaft tunnel similar to OEM tunnel in size. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. NO MIRRORS

FRONT SUSPENSION

All components and mounts must be steel, unaltered OEM, in OEM location and match frame. OEM rubber A-frame bushings only. OEM or OEM replacement ball joints allowed. No rebuild able ball joints. No sway bars, No Adjustable spring spacers, chains or cables. Upper A-frame mount must remain OEM and cannot be moved. No suspension stops of any kind allowed. NO THREE PIECE SPINDALS.

STEERING

All components must be steel unaltered OEM, in OEM location and match frame. OEM steering column may be replaced with steel steering shafts (Recommended: collapsible steering shaft). Steel knuckles only. No steering quickners (minimum 2.5 turns lock to lock), or remote power steering reservoirs. Steering wheel and quick release may be aluminum.

SHOCKS

One unaltered steel, nonadjustable, OEM-mount shock in OEM location per wheel. All shocks must completely collapse at any time. **No air shocks.**

No external or internal bumpers or stops. No bulb-type, threaded body, coil-over, air, or remote reservoir shocks. Maximum 2.125 inch O.D. shock body. No gas port, Schrader or bladder type valve allowed. No coil-over eliminators. OEM Style Racing Shocks OK.

NO HEIM END SHOCKS. Rear OEM shock location is 4.5 inches from bottom of housing to center of bolt hole, and centered on control arm bracket. \$35 claim on any shock. One or all shocks on car may be claimed per event.

REAR END

Floater rear ends OKAY. OEM or OEM replacement (recommended) solid steel axles only. Nine inch Ford rear end allowed, but must be mounted like OEM rear end. Center of Upper Control arm bolt must be 2.25 to 2.75 inches from top of housing. Center of rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing. One inch inspection hole in housing required. Ring gear, center section and yoke cannot be lightened. Must be welded spider gears, or mini spool. No Full Spools. NO torque dividing mini spools or differentials.

BUMPERS

OEM Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM and capped to fender with steel, welded or bolted.

Aftermarket: Fabricated tubular bumpers (front and rear) allowed, but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5 inch O.D. (maximum two inch) with 0.083 inch (maximum 0.100 inch) wall thickness.

TIRES AND WHEELS

Maximum 8" inch wide, 2 to 4 inch offset, steel wheels. NO bleeder valves allowed.

USED ASPHALT TAKE-Offs 8" or 9" Grooving Allowed, No siping allowed

USED ASPHALT TAKE-Offs 10" No grooving, no siping allowed

No American Racers Allowed.

Must Durometer 55 or harder.

NO BEADLOCKS.

BRAKES

Steel, unaltered operative four wheel, disc (front) and disc or drum (rear) brakes, must match frame or rear end. Aftermarket brake pedal assembly allowed. Brake Adjusters Not Allowed. Steel or Plastic brake lines OK, must be visible. Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs.

EXHAUST

OEM cast iron exhaust manifolds only. No center dump type manifolds. No Porting of exhaust Manifolds Allowed. No adaptor allowed between manifold and head. Must use maximum two inch O.D exhaust pipes. Exhaust must extend past driver. Must remain dual exhaust, no crossover or 'Y' pipes. NO pan evacuation systems, exhaust sensors or wrap. NO HEADERS ALLOWED!

FUEL SYSTEM

Racing fuel cell required, maximum 22 gallon capacity must be in minimum 20 gauge steel container and must be securely fastened in trunk above level of OEM trunk floor. Metal firewall must be between driver and fuel cell. All Fuel cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valves. Fuel lines through driver compartment must run through metal pipe or metal conduit. One fuel filter allowed, cannot be in driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into carburetor. NO top flow air cleaner housings, cold air boxes or air cleaner ductwork. Mechanical OEM type push rod fuel pumps only. 1 Unaltered OEM Holley 4412 two barrel carburetor, Unaltered 4 barrel Rochester 750 max carburetor or 600 vac Holley #1850. Chock tower must remain on carb. No metering block on back.

FUEL

Gasoline only. Racing fuel allowed. No performance enhancing or scented additives.

WEIGHT

Car and Driver must weigh 3200 lbs. at end of race. All added weight must be painted white with car number and have a minimum of two 1/2" bolts or studs to secure to frame or roll cage.

BATTERY/STARTER

One 12 volt passenger car battery only, must be securely mounted between and above frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided or go to rear of that race.

GAUGES/ELECTRONICS

No unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges. No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12 volt ignition system and OEM HEI distributor only. Ford/Chrysler may use HEI distributor. No billet distributors or crank triggers. Ignition rotor, cap, coil and module must remain OEM-appearing.

CRATE ENGINES MUST use MSD

#8727CT SET AT 6000 Rev-control must be mounted under hood on engine firewall and accessible for inspection with rev limiter facing upward. No ignition boxes. All wiring must be visible for inspection. OEM type alternator with internal regulator allowed. No electronic traction control devices.

TRANSMISSION/DRIVE SHAFT

All forward and reverse gears must be operational.

Manual: Must be unaltered OEM three or four speed, with minimum 10.5 inch steel/organic single disc-type clutch and steel pressure plate assembly inside an explosion-proof steel bell housing - minimum 270 degrees around top of clutch and flywheel area.

No lightweight bell housings. Hydraulic clutch release bearing allowed. Steel unaltered flywheel only - 16 pound minimum.

Automatic: Must be unaltered OEM, with unaltered OEM pump, original bell housing and minimum 10 inch diameter torque converter containing a minimum of three quarts of fluid. Torque converter must have a minimum 0.125 inch plug. Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flex plate. Flex plate must be full, unaltered OEM, or OEM replacement. No bump starts allowed.

Drive shaft: Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only.

Drive shaft must be painted white. 360-degree driveshaft loop required and must be constructed of minimum 0.25 inch by two inch solid steel, or one inch tubing, mounted 10 inches back from rear of Transmission.

ENGINE COMPARTMENT

Engine must be in OEM location. On GM metric frame, center of fuel pump must be located have back of fuel pump in front of cross member. Frame and cross member may not be altered for engine placement. Engine mount holes cannot be removed or altered on block. Aftermarket steel engine mounts allowed. No mid-plate allowed. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Chrysler with Chrysler. Overflow tubes must be directed to ground. Steel or aluminum V-belt pulleys only. No electric fans.

ENGINE OPTIONS AND SPECIFICATIONS

OPTION 1

CRATE ENGINE: <http://www.speedwaymotors.com/Chevrolet-Performance-19258602-Sealed-350-602-Small-BlockCrate-Engine,67819.html>

Crate engine MUST use Crate engine MUST use MSD #8727CT SET AT 6000. Rev-control must be mounted under hood on engine firewall and accessible for inspection with rev limiter facing upward. Crate Motor Claim Rule \$3500.

OPTION 2

CLAIM ENGINE: Any American make engine allowed. BLOCK: OEM steel passenger vehicle production block only. No GM

Bowtie, Ford SVO or Chrysler W components allowed.

GM OEM approved head numbers are:

14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. NO CENTER BOLT TBI HEADS

May use Stock Replacement Engine Quest (EQ) GM part number CH350I, (EQ)

Chrysler part number CH318B, World Products Ford

part number 53030 - 1.250 inch ($\pm .015$ tolerance) maximum

CYLINDER HEADS

Steel only. Must be unaltered approved OEM and minimum 76 cc combustion chamber (GM). 1.250 inch ($\pm .015$ tolerances) maximum O.D. valve springs. All heads must remain as produced, seat angles and valve sizes CANNOT be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ head, for any reason); Ford - no SVO heads; Chrysler no W-2 heads, 360 cubic inch heads only. NO porting, polishing or unapproved alterations allowed to any cylinder head or intake. Guide plates screw-in shouldered studs (GM 0.375 inch max) and poly locks allowed. NO stud girdles. NO roller or roller tip rocker arms allowed. GM - 1.250 inch ($\pm .015$ tolerance) maximum O.D. valve springs. NO Beehive valve springs allowed. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). Maximum compression of 185 PSI. Flat top or dish pistons only, no gas ported pistons.

OEM or OEM appearing replacement steel crankshaft only - cannot be lightened NO Light Weight Assemblies. NO aero wing, bull nose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM appearing replacement steel rods only - GM 5.7 inch, NO 6 inch rods allowed. NO Cap screw rods allowed. NO splayed main caps. Conventional flat tappet cam and lifters only, maximum .450 lift, must pull 16" of vacuum at 1000 RPM, NO altering of lifter bores. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). Wet sump oiling system only. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection hole in all pans no obstructions to crank and 'rods.

INTAKE

Unaltered OEM cast iron Rochester 4 barrel intake only. Unaltered means (No porting or polishing). Unaltered OEM type harmonic balancer only. OEM type steel water pumps only.

ENGINE CLAIM

- A. **Engine may be claimed for \$3,000.** Claim must be turned in within five (5) minutes of A feature completion to head tech official.
- B. Driver making claim must have raced at Salina Highbanks the previous four weeks.
- C. Driver making claim must finish on lead lap night of the claim.
- D. If claim is refused, driver will pay **\$300 to Salina Highbanks Speedway** before he/she will be allowed to race again at that track.
Driver will also forfeit points and pay earned for that night.
- E. Only top four finishers are eligible to be claimed.
- F. Claim money must be turned in at time of claim. Cash only.
- G. **Same rules apply for shock claim**

TECH

NOTE: Any car that does not pass tech will be tech before that car races again. Car Protest \$150 protest fee. Cash only. Only driver can make the protest, not crew. \$50 of the protest fee goes to **Salina Highbanks Speedway**. Protesting driver must be a registered driver at this track to protest.

THREE WINS

Any driver that wins three races within one racing season will go through an extensive technical inspection, which could include but is not limited to bumper to bumper inspection. (In layman's terms, if you are cheating we will find it). Track reserves the right to change or amend any rule at any time. No creative interpretation of rules. If you have questions, call us before you are disqualified.

FINAL NOTES

Drivers, if it does NOT say it, that doesn't mean you can do it.
Email The Salina Highbanks Speedway at **bryce.highbanks@gmail.com** before you do anything to your cars that might be questionable. Email policy will provide a documentation trail for specific questions and answers. OEM does not mean HIGH

PERFORMANCE. If you cannot find the OEM part at your local parts store, then chances are you cannot run it. Any car that does not pass tech will be tech before that car races again.

