



Just Minutes from Fort Smith, Arkansas!

www.tri-statespeedway.com

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Pure Stock Rules for 2010

(Updated 2/1/10)

Tri-State Speedway reserves the right to change or amend any rule at any time in the spirit of competition.

1. This class is designed to be an inexpensive class and for those less experienced.
2. Receivers will be **STRONGLY RECOMMENDED** in 2010. You can purchase them from Race Ready at 1-888-658-8481 (www.getraceready.com) or RH2 at 1-877-357-RACE (www.RH2way.com).
3. Previous week's winner will start no better than the high point position on their next return to the track. A cash bonus will be given if a driver wins from the rear from this.
4. **Three Wins** - Any driver that wins three races within one racing season will go through an extensive technical inspection, which could included but is not limited to bumper to bumper inspection. (In layman's terms, if you are cheating we will find it).
5. Any American made full body rear wheel drive passenger car or pick-up. (No convertibles)
 - a. Must be full or unibody frame car with factory steel body. Must be 108" wheelbase minimum. If running unibody car, must tie frame together.
 - b. No strut cars allowed.
 - c. Rear suspension must be OEM. NO alteration.
 - d. Is OK to cut front fenders for tire clearance. CAN NOT cut rear fender openings.
 - e. Must be stock appearing.
6. Suspension must remain Stock OEM. Coil or Leaf Springs. Springs can be interchanged with heavier front springs or rear springs but must be stock for that make and mode, OEM only. NO racing springs or shocks will be allowed.
7. All doors must be welded or bolted shut. Door skins are OK.
8. Must have stock unaltered floor pan and firewall front and rear cannot be altered. Stock trunk must remain. Front and rear firewall **MUST** be completely closed off from trunk area and engine compartment.
9. All glass, chrome, and flammable material **MUST** be removed. Dash may be removed. Remove all material that could be a fire hazard.
10. See General Rules for Seat, Seat Belt, Helmet, Racing Suit, Window Nets and Arm Restraints information and requirements.
 - a. Fire extinguishers are required and must be mounted within driver's reach. Dry type only.
11. Roll Cage must consist of continuous hoops, Minimum 1.50" O.D. tubing with wall thickness of at least .095" for main cage, low carbon or mild steel recommended. Minimum of 6 point roll cage required. Minimum of 3 door bars welded to OEM frame on both sides.

- a. Must have a minimum of four window bars in front of the driver for protection.
12. Fuel Cells are optional but recommended. Must be placed in the truck area. Must be secured properly (See general rules for mounting instructions).
13. Fuel – Pump Gas only. NO RACING FUEL or Alcohol.
14. Engine Rules:
- a. No Headers allowed. Must be Stock OEM Cast Iron exhaust manifolds only. No Center dump headers allowed.
 - b. Chevrolet, Mopar, Ford V8 Motors – 350 cubic inch limit. Must be strictly stock. May overbore to .60 thousandths maximum. Heads must match engine, 350 on 350, 305 on 305, 302 on 302, etc... (if you have questions, please contact the track). **(11/09/09)**
 - c. Camshaft lift @ lobe 278 with 1.5 rocker arms. Not to exceed .425” at the valve on intake / exhaust. Engine must pull 16” of vacuum at 1,000 RPM’s. This is basically a stock profile camshaft. HYDRAULIC camshaft only. **(11/10/09)**
 - d. Stock rocker arms only.
 - e. Stock OEM distributor only.
 - f. 350 Chevrolet OEM Block and Crank and OEM stock heads – cast iron heads only. NO RACING MACHINED HEADS ALLOWED!
 - g. Stock screw in studs OK. No Shoulder Studs or Guide Plates
 - h. No Vortec, No Power pack heads, no double hump heads.
 - i. Throttle body heads OK. Poly Lock OK.
 - j. All heads must have factory mounting holes in front of heads.
 - k. No bleed down lifters.
 - l. Flat Top or Dish Pistons Only!
15. Transmission: No standard transmissions. Must have stock Automatic only. OEM torque converter. Coolers must be mounted in front of radiator.
16. Quick release steering wheels are ok.
17. Wheels must be stock type only. 8 inch wide maximum.
18. May run 8” asphalt take-offs, NO 970 tires allowed, or may run DOT tire 235-75-15 maximum. **(11/10/09)**
19. Rear-end – Cannot lock rear-end. No PosTrac or limited slip rear-ends. Open Spider gears and pin only.
20. Weight – Car and driver must weigh 3000 lbs following the race. No add on weight allowed. **(11/09/09)**
21. Ford cars – Cannot have any carburetors other than a 2-barrel or 4-barrel Motorcraft bolted direct to OEM cast iron intake manifold.
22. GM Cars – one (1) 2-barell OEM and manifold or one (1) Quadra-jet 4 barrel carburetor only. No adapters or spacers allowed.
23. Car Numbers – See general rules regarding numbers.
24. Drive shaft must be painted white with car number on it. Must have front drive shaft safety loop located 10” from tail shaft of transmission. Made of 2” x ¼ “ strap.
25. Car Protest - \$150 protest fee. Cash only. Driver must make the protest, no crew, driver only. \$50 of the protest fee goes to the points fund. Contesting driver must be a registered driver at OMS to protest. NO Motor Claim.
26. Car Claim must be turned in 15 minutes after the A-Feature has finished.
27. Anyone that wins five A-Feature races at anytime during the 2010 season can be claimed for \$1,500.00

cash.

- a. Person must be present to claim a car.
- b. Can be claimed by anyone at the track, grandstand or pits.
- c. Nothing can be removed from the car.
- d. Failure to accept the claim will forfeit all points and money earned from that night. If car is refused to be claimed, car cannot be raced at OMS until \$300 is paid to the point's fund.
- e. In the event of multiple claims, they will be drawn for the winning claimer.

28. Each car **MUST** have tow hooks on **FRONT AND REAR!** OMS will not be responsible for damaged done while towing.

29. Please refer to General Rules for Safety information and Fuel Cell information.

30. No creative interpretation of rules. If you have questions call us before you are disqualified.

31. **FINAL NOTES:** Drivers, if it does **NOT** say it, that doesn't mean you can do it. Call OMS TECH before you do anything to your cars that might be questionable. .OEM does not mean **HIGH PERFORMANCE**. If you cannot find the OEM parts at your local parts store, then chances are you cannot run it.