

2010 Pure Stock Rules

ELIGIBLE MODELS: Any 1955 through newer (No front wheel drive cars.), American made standard sedan allowed. No T-tops, sunroofs, convertibles, jeeps, or trucks allowed. Cars must remain strictly stock.

BODY AND APPEARANCE: Body must be the same width, front to rear, and parallel to the frame. No cutting, chopping, or shortening allowed. Must be stock. No holes in the hood. Hood must be kept in place at all times. Stock hinges must be used. Body sheet metal must be kept in place at all times. Complete bumper to bumper body must be maintained. The stock steel unaltered floor pan, firewalls, trunk floor, and wheel wells must be retained. Cars must have stock bumper. No extra bracing of any kind. No lightening of body components such as hood, trunk, inner panels, fenders, etc.. Clearance for roll bar installation on front doors allowed. Roof can be notched only for roll bar clearance. **Do not gut entire roof.** 4-door cars found with excessive inner panel removed on rear doors will be subject to replacement of "better than factory." Front firewall must be sealed (no holes) with not less than 24 guage sheet metal. A complete firewall must seal the trunk area from the driver's compartment. Trunk floor must be in place. **Trimming of wheel wells is not allowed.** Inner wheel must be left in place. Seat must be mounted in straight-ahead position and mechanically secured in a fixed position. A five-point racing harness is mandatory. Any sharp or protruding objects on car and/or in driver's compartment must be removed or moved. Driver door panel may be removed from interior of car. All glass must be removed. Windshield optional. Front window will require two safety straps or bars in front of driver. **No mirrors allowed.**

FUEL: Only passenger car, DOT approved, standard, civilian mini-mart style, gas-station-available, unaltered or enhanced fuels allowed. No racing fuels or aviation fuels allowed. Performance enhancements, supplements, or other additives are strictly forbidden. Fuel suspected of being illegal or altered will be confiscated, points and purse will be adjusted.

ENGINE SPECIFICATION: No internal performance enhancement parts will be tolerated. Must mount in stock location, in stock mounts. No valve covers taller than OEM stamped steel stock. ALL internal engine parts must remain OEM unenhanced stock. Stock stroke only. Engine swapping between makers is not allowed. GM to GM. Ford to Ford. No angle plug heads, screw in rocker studs, roller rockers, gear or belt drive cams, domed pistons, stainless steel valves, valves larger than OEM specifications for a standard passenger car or pinned studs. No aluminum heads. Only modern 3 angle valve job, straight cut below the angle, no grinding, bending, gasket matching or porting allowed. **15 inch lbs of vacuum at 1000 RPM.** No aluminum intake manifolds. Cast irons, stock, two or four barrel intakes only. No bow tie or high rise intakes allowed. Cast iron stock exhaust with no modifications. No center dump style exhaust. Operational mufflers required. Noise level of 95db at 100 feet must be maintained. Exhaust must exit behind driver and under the car.

CARBURETOR: One stock carburetor. No "double pumpers" or high performance carburetors. No fuel injection, super chargers, or turbochargers. Carburetor adapter may be used to install replacement carburetor on otherwise stock intake manifold. No electric fuel pumps. No factory EGR plates.

ELECTRICAL/BATTERY: No dual distributors. One 12 v battery only and it must be strapped and securely covered behind driver. No after market H.E.I. distributors or spark enhancement boxes. All cars to have battery disconnect (negative) switch located behind driver's seat.

COOLING SYSTEM: **No antifreeze** allowed in racecars entering fair grounds property. **Water only.** Only one radiator in stock location. Radiator overflow catch-can, one gallon capacity or more must be permanently installed and operational. Must be mounted in front of firewall. No radiators constructed with plastic sub assemblies.

TRANSMISSION AND REAR END: Stock automatic and manual transmission. Shifter must be stock. **Locked rear-ends allowed.** It is mandatory that two steel brackets be placed below the drive shaft and fastened to the floor or crossmember of the car to prevent drive shaft from becoming dislodged and dropping to the race track. Chain is okay. All drive shafts must be made of steel **and painted white.** Operable torque converter. Scatter shield or steel plate over flywheel is mandatory.

BRAKES: Brake pedal must mount in stock location. All four brakes must work in proportion to each other. No brake bias device allowed. No after market type brakes.

ROLLBAR INSTALLATION: Roll cage must be four-point cage welded to the frame or bolted to the floor. Materials must be 1 3/4" x .95" wall maximum pipe or tubing. Must be gusseted, subject to tech approval. No exhaust tubing or galvanized pipe. Rollbar member may attach to the frame or the floor. For floor installation, attach members to 6" x 6" or larger plates which are securely mounted to the floor. Driver's compartment bracing must remain inside the driver's compartment and may be installed as a safety feature only and may not reinforce the body or frame. Rollbar installation will be subject to tech inspection. Front hoop and rear kickers allowed. **Steel plate on driver's door mandatory.**

TRUNK AND HOOD: Trunk and hood to be latched by removable pins. Stock and operable trunk and hood hinges required. Padding under hood must be removed. Within the trunk area two safety bars may be installed to help protect fuel cell. These bars are intended to add safety and not constructed in a manner to add chassis performance rigidity.

SUSPENSION: No modifying of suspension is allowed. Suspension parts must remain absolutely stock for make and model. No spacers, chains, or other devices allowed to alter stock suspension. Maximum of four shocks, one per wheel. No racing type shocks. No spring jacks, blocked shocks, or reverse shackles allowed. No steering stabilizer shocks allowed. No cutting, heating, or modifications allowed to springs. Springs must be stock passenger car origin. Suspension must appear stock and operable. No pinching of shocks to restrict or stop travel.

WHEELS AND TIRES: Maximum wheel width allowed is 8" with a 1/2" variance. DOT 70 or 75 series street tires required. No snow tires or knobby treads. All four tires must be same series. Maximum 235-15. No magnesium, aluminum, or slotted wheels allowed. White spokes okay. One inch lug nut on stock stud okay.

GAS TANK: Stock gas tank must be removed and replaced with after market fuel cell. Fuel line must exit from top or side of tank. If fuel lines are located in driver's compartment they must be sealed in metal conduit. Complete firewall must seal tank from driver's compartment. Fuel cell to be mounted to trunk floor. All fuel cell installation is subject to technical inspection.

PERSONAL PROTECTION: Five point approved racing harness will consist of competition type 3" lap belt and 2" shoulder harness minimum. Mounting location must be to manufacture's specifications. Neck brace mandatory. Fire resistant suit and Snell sa90 or better helmet must be worn at all times while on the racing surface. Approved eye protection also required. Quick release fabric window net required on inside of driver's side door window. Quick release steering wheel optional. Fire extinguisher is mandatory. Minimum of 2.5 lbs. Located within driver's reach when tightly belted in. Mounted on a steel bracket only.

YRA reserves the right to add weight to any car that proves dominant.