



## ***The New Tulsa Speedway 2021 Purel Factory Stock Rules***

### **BODY**

1. Any American made stock passenger car body or truck on a stock unaltered full frame, or unibodies. No front wheel drives. Stock appearing aftermarket plastic nose or tail pieces are allowed. Rear of car must be sealed off, no exposed fuel cell. No spoilers (even if factory equipped), Bodies cannot be moved from the original body mount rubber bushing no more than +/- 1" cannot be less than 5 ½" from ground. A front visor is allowed on the windshield area MAX 7 inches. No side or rear window visors allowed. Sunroofs and T-tops must be reinforced and enclosed. No nerf bars. Maximum one inch wide by two inch tall steel or Lexan rub rails allowed - bolted flush to body. All glass, plastic, upholstery, lights, mirrors, and trim must be removed. Cars must be stock appearing. No cutting, channeling, shortening, or modifying of body is allowed. No excessive trimming of fenders or hoods allowed, must maintain stock OEM appearance. All doors, fenders, and window openings must remain stock appearing and OEM dimensions and should be the same on both sides. Inner fender wells on the rear must remain. No straight slab sides. No enclosed interiors or decking allowed. Front edge of rear deck cannot be more than 8" forward of center of rear-end and must have at least 2" continuous drop from front to rear. Rear of dash can be no more than 35" from the center of the distributor or 28" from back edge of the center of stock hood. Front and rear firewalls must remain in stock location and be full and complete. Cars must have a complete stock steel roof mounted in OEM location and OEM rake and angle for model. All openings should be covered as to isolate the driver, subject to track approval. Racecar body should be maintained in such a manner as to keep a presentable appearance.

2. Steel or aluminum fabricated bodies are allowed. Aluminum bodies must be a minimum of .040" thickness. Any STEEL OR ALUMINUM fabricated (anybody that is not "stamped") body must add 50 lbs. in front of engine. Steel OEM "stamped" bodies are recommended. All bodies should maintain stock body lines. The intent of this class is to be a cost-effective stock car class with stock bodies

## **BUMPERS**

1. Stock type rear bumper required, a fabricated front bumper may be used with the following conditions: cars with aftermarket nose pieces- the bumper may extend past frame rails for support and reinforcement. Must be behind nosepieces. Cars without nosepieces- the bumper may not extend past front frame horns. NO SHARP EDGES. Must have tow hooks on both front and rear. Race track is not responsible for tow damage. Rear bumpers must be covered.

## **ROLL CAGE**

1. Minimum four-point cage, minimum size 1 ½ "O. D. by .095" wall thickness. Minimum three bars in driver's side door, and two bars on passenger side door (three bars if passenger in car). Four-point quick release seat belt and harness required for driver and passenger. Racing seats required. Must have window net on driver side and passenger side if occupied. Must have at least three bars in front of driver in windshield area.

## **ENGINE**

1. Must be stock for the make and model except no 400's or larger small or big blocks. Chevy must use 4 equal valve relief pistons. OEM crankshaft only and NO lightening. No arrowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM steel Connecting rods only must remain stock OEM length, weight and shape. No lightening of any parts. Aftermarket water pump, mini starter, pulleys, harmonic balancer and oil pans okay. Aftermarket power-steering pumps okay. Metric cars may run a 350. NO stroking or de-stroking. Engine must be in stock location. Solid motor and transmission mounts okay. Maximum cranking compression 175lbs. (ignition off, engine turned over 5 times). Oil pans must have at least 1" inspection hole. All Fuel Pumps must fit in front of the crossmember.
2. Hydraulic cam and flat tappet lifters only. .450 maximum lift. Must maintain 14" of vacuum at 1200 rpm. 1.94 maximum intake valve diameter, 1.50 maximum exhaust valve diameter on Chevrolet engines. No hollow valve stems. Stock size and shape valve springs and retainers. Stock length and diameter pushrods only.
3. Stamped steel 1.5 rockers on Chevy, 1.6 on Ford and Chrysler, NO roller tips.
4. Open chambered heads only, must be unaltered, O.E.M. NO porting, polishing, or gasket matching allowed. The only GM head numbers allowed are 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, and 3970126. Screw in studs and guide plates ok. 305 engines may use 305 heads (no vortec). May use stock replacement(SR) cylinder heads: Engine

Quest (EQ) GM Part Number CH350I, (EQ) Chrysler Part Number CH318B, World Products Ford Part Number 53030 – 1.250" (+/- .015" tolerance) maximum O.D. valve springs. All SR cylinder 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 or World Products head for any reason).

5. Cast Holley 4412 -2 barrel only. Must be unaltered. Choke plate may be removed. 4412 must be cast into choke horn of carb. Maximum spacer and adapter 1" combined total. Fuel pump must be in stock location for make, NO electric pumps or fuel injection even if factory equipped. Holly 1850 vacuum secondary. Quaderjet 750 no metering block on secondaries.
6. Stock OEM unaltered aluminum or cast-iron intake only. No aftermarket or stock high performance or high rise. No bowties. No porting, polishing, cutting or gasket matching.
7. You can run a listed aftermarket aluminum intake and/or larger hydraulic cam then listed above, MSD #8727CT (digital) rev limiter set at 6,200 RPM. Rev-control units must be unaltered and mounted under the hood on engine firewall and accessible for inspection with rev limiter facing upward. Approved aluminum intakes are: Unaltered, Weiland GM#7547, #7547-1; Ford#7515, #8023 or #7516; Chrysler#7545, #8022; Edelbrock GM#2701; Ford#7121, # 7181, #7183; Chrysler #2915. No marine type intakes allowed. No aluminum high rise or vortex intakes. Not porting, polishing or alterations of any kind to head and/or intake. If it is a 4-barrel intake it must be a spread bore intake. No Brusinski's intakes or exhaust. This rule is in place to allow other area cars to race with us, but to not give them an advantage over the more traditional pure stock motor rules. We will continually monitor race results and adjust the Max rpm as needed. If we change the rpm chip required then we will provide the chip. We have also purchased a tool to check the rpm chips.
8. CRATE ENGINE: <http://www.speedwaymotors.com/Chevrolet-Performance19258602-Sealed-350-602-Small-Block-Crate-Engine,67819.html> Crate engine MUST use MSD #8727ct rev-control and 6,200 rpm chip. Rev-control must be mounted under the hood on engine firewall and accessible for inspection with rev limiter facing upward. Crate engine must remain sealed. If seal is broken or internal engine is tampered with in any way it will result in immediate disqualification. Open motor 6500 RPM **this rule is subject to change.**

## **EXHAUST**

1. Cast iron exhaust manifolds or headers. Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. Must go under chassis and have turn downs. Mufflers are NOT mandatory for 2020 but encouraged.

## **TRANSMISSIONS**

1. Any stock type automatic or manual. Automatics must have stock appearing working 10" torque converter cannot be smaller with ring around it. No direct drives.

Transmission Cooler ok. Manual must have single disc 10.5" clutch, flywheel and pressure plate must be steel minimum 16lb steel flywheel. No mini clutches. Steel drive shafts only must be painted white and have a loop 6" minimum from front u-joint.

### **FUEL**

1. Pump or racing gas only. No additives or smells. Fuel cell must be secured in trunk any part of fuel cell cannot be forward of any part of rear end.

### **SUSPENSION**

1. Front and rear suspension must be stock unaltered OEM for that make and model of frame, ball joints, spindles and all components. No air shocks. No alterations to any part of the suspension or frame will be allowed. Any spring in stock location no spring rubbers, no adjustable weight jacks of any kind, must sit in unaltered stock mounts. Maximum length of rear springs is 14" tall "free height" and both sides must be equal. May run IMCA type upper control arms. Sway bars must be stock for make and model mounted in OEM mounts. No suspension stops of any kind. Shocks must have stock type rubber ends, no screw on ends of ANY KIND, must be mounted in stock location on frame, control arm and rear-end. No bulb-type, threaded body, coil-over, or remote reservoir shocks. No external or internal bumpers or stops no Schrader valves on shocks. No adjustments on shocks of any kind. No spacers on shock mounting. Steel shocks only.

### **REAR END**

1. Stock rear-end for make and model, or Ford 9". No modifying axle bearings or length. All brackets and control arm, shock mounts must be in stock location. Gears may be locked must use stock unaltered ring gear carrier may weld or use bolt in locking blocks. No full spools, Detroit lockers or torque sensing devises. Full floater axle is ok, no gun drilled axel. Center of upper control are bolt must be 2.25 to 2.75 inches from top housing. Center of rear lower control arm bolt hole must be 2.25 to 4.5 inches from bottom of housing.

### **STEERING / DRIVER SEAT**

1. Steering boxes must remain in stock location. Aftermarket steering wheel and quick release steering coupling are recommended. Quick steer boxes allowed. NO part of driver seat may be no further back than 25" forward of center line of rear end housing. No knobs, handles, switches, or levers other than the gas pedal and brake pedal allowed behind the firewall that can adjust carburetor, ignition timing, or brakes...(Exception--->kill switch and starter button)

### **RADIATORS**

1. Any (1) radiator that fits in original location without any body modifications is allowed. Water pump mounted fans only, No electric fans. Aluminum radiators allowed.

## **IGNITION**

1. One 12-volt battery only must be mounted securely in rear of driver's compartment or trunk area. One stock type distributor, module and coil in stock location only. Ignitions on/off switch must be clearly marked. No traction control devices of any kind. No billet distributor, no crank triggers. If battery is mounted in drivers compartment must be covered in marina box.

## **BRAKES**

1. May use any (1) one master cylinder. Aftermarket pedal OK. Must have at least 3 working brakes. Right front may be blocked. No bias adjustment is allowed. Disc brakes allowed in rear No aluminum or composite rotors or calipers. Must use steel stock type rotors on rear disc. No lightening of components. Master Cylinder must be on the firewall.

## **TIRES AND WHEELS**

1. 10" maximum wide wheels allowed, 15" diameter steel wheels only, wheel covers and mud plugs right side only. Bead locks or screws allowed on the right side only. NO bleed-off valves. Must run 1" steel lug nuts. Approved asphalt pull-offs only, must durometer 60 or higher. No soaking or softening allowed. Grooving is allowed.

## **WEIGHT**

1. Weight may be securely added in trunk or under the hood, but not in plain view or within the driver's compartment must be painted white with car number. Car must weigh minimum 3000 lbs. with driver after race. Must be mounted with minimum of ½ 'bolts.

## **COURTESY RULE**

1. Any car with "minor" rule infractions will be allowed to race (1) event. Must be determined before the race. Cars with infractions are subject to weight penalty. 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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 competition director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED 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.

## **PROTEST**

Car Protest \$150 protest fee. Cash only. Only driver can make the protest, not crew. \$50 of the protest fee goes to The New Tulsa Speedway. Item being protested must be in writing with cash five minutes following the completion of the A Feature event. Driver making the protest must have raced at The New Tulsa Speedway the previous four weeks. Driver making protest must finish on lead lap night of the protest. Only top three finishers are eligible to be protested. 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. If it does NOT say it, that doesn't mean you can do it. 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.