

# 2019 DANIELS CHEVROLET PURE STOCK RULES

## PROTEST/ CLAIM RULES

\$350 TOP END/ \$400 BOTTOM END – ANY ENGINE COMBINATION

CRATE ENGINE CLAIM RULE WILL BE \$3900. ANY CAR FINISHING ON THE LEAD LAP MAY CLAIM ANY ENGINE THAT FINISHES ON THE LEAD LAP. \*THIS RULE WILL NOT BE ABUSED\*

SHOCK CLAIM RULE WILL BE \$100. ANY DRIVER FINISHING IN THE TOP 3 MAY CLAIM SHOCKS FROM ANY CAR FINISHING IN THE TOP 3.

TIRE PROTEST FEE WILL BE \$100. ANY DRIVER FINISHING IN THE TOP 3 MAY PROTEST THE TIRES OF ANY DRIVER FINISHING IN THE TOP 3.

ANY PROTEST/CLAIM MUST BE TURNED INTO HEAD TECH OFFICIAL WITHIN 10 MINUTES OF THEIR FEATURE'S CHECKERED FLAG.

ANY DRIVER THAT REFUSES ANY CLAIM/PROTEST WILL BE DISQUALIFIED AUTOMATICALLY.

## WEIGHT

602 AND BUILT ENGINES WILL WEIGH 3300 LBS WITH 1LB PER LAP BURNOFF IN FEATURE ONLY

## WHEELBASE

101" MINIMUM, BUT MUST MATCH WHEELBASE OF CAR BEING CLAIMED (+ / -1")

## BODY

BODY MUST BE STOCK APPEARING FOR MAKE/MODEL

BODY MAY BE EITHER STEEL OR ALUMINUM

MUST HAVE FULL FRONT FIREWALL

IF CAR IS BOXED IN, A FIREWALL IS REQUIRED IN COCKPIT ONLY. IF CAR IS NOT BOXED IN, A FULL REAR FIREWALL IS REQUIRED.

FRONT FIREWALL MUST GO FENDER TO FENDER, TO TOP OF CHASSIS

FIREWALL CAN BE MOVED BACK NO MORE THAN 6" FROM MOST FORWARD BODY MOUNT, AFTERMARKET STEEL FIREWALL IS OK.

FLOORPAN MUST GO FRAME RAIL TO FRAME RAIL

MAY RUN 6" SPOILER MAX. SIDES MAY BE 6" X 18 1/2" LONG.

MAY RUN AFTERMARKET NOSE AND REAR COVER, REAR COVER IS NOT MANDATORY. MUST BE STOCK APPEARING.

NO SLOPING NOSES, NOSES MUST FOLLOW FACTORY BODY LINES. NO LATE MODEL STYLE NOSES

NOSE FLARES MUST ATTACH TO FENDERS AND CAN BE NO MORE THAN 1" HIGHER THAN FENDER WHERE THEY ATTACH

THERE MUST BE A BREAK ON EACH SIDE OF CAR, NO FLAT SIDE BODIES

REAR OF CAR MUST TAPER INWARD.

IF DRIVERS COMPARTMENTS IS BOXED IN, IN MUST HAVE AN 8" X 8" INSPECTION DOOR IN PASSENGER SIDE.

MUST HAVE 4 WINDSHIELD BARS IN FRONT OF DRIVER - MINIMUM

MUST HAVE TOW HOOKS ON FRONT AND REAR OF CAR. THIS RULE WILL BE ENFORCED, IT IS NOT THE TRACK OFFICIALS RESPONSIBILITY TO DISASSEMBLE YOUR CAR BEFORE TOWING IT TO YOUR PIT.

#### ENGINE COMBINATIONS

602 CRATE ENGINE. THIS ENGINE WILL BE ALLOWED TO BE REBUILT BY LICENSED REBUILDERS BUT MUST MEET ALL DURRENCE-LAYNE SPECS.

#### ENGINE LOCATION

CENTER OF CHASSIS. #1 SPARK PLUG MUST BE IN FRONT OF OR IN LINE WITH UPPER BALL JOINT

#### BORE (BUILT ENGINE)

.060 + .010 FOR WEAR MAX

#### ROTATING ASSEMBLY

FLOATED/ PRESS FITTED OEM, SCAT OR EAGLE RODS. WITH 3/8" BOLTS. CAP SCREWS AND AFTERMARKET ROD BOLTS OK.

OEM OR AFTERMARKET CAST OR HYPEREUTECTIC PISTONS. DISH TOP OF 4 EYEBROW FLAT TOP ONLY. EYEBROWS MUST BE SAME SHAPE AND SIZE. 2256 OK. PISTONS CANNOT COME OUT OF BLOCK.

NO COATING OF ENGINE ROTATING PARTS EXCEPT PISTONS

CRANKSHAFT CAN BE OEM, SCAT OR EAGLE ONLY. STOCK STROKE

CRANKSHAFT MUST WEIGH 49 LBS. MINIMUM WEIGHED WITH GEAR, PILOT BUSHING, BOLT AND WASHER.

### CAMSHAFT/ LIFTERS

.425/ .425 MAXIMUM LIFT

STOCK DIAMETER LIFTERS, ANTI-PUMPUPS OK.

VALVE LASH ZERO

NO ASSYMETRICAL CAMSHAFTS

### CYLINDER HEADS

OEM OPEN CHAMBER STYLE HEADS

OEM HEADS MUST BE 70 cc's MINIMUM

SCREW IN STUDS, GUIDE PLATES AND STUD GIRDLES OK.

ANY RETAINERS AND LOCKS

1.50 STOCK STYLE ROCKER ARMS ONLY, LONG SLOT OK

1.50 ROLLER TIP OK

POLLY LOCKS OK

STOCK TYPE 1.250 VALVE SPRINGS

VALVE SIZE TO BE 1.94 INTAKE AND 1.50 EXHAUST ONLY. STAINLESS STEEL VALVES OK.

MAY HAVE A .010 VALVE STEM STEP DOWN

1" MAXIMUM BOWL CUT, BUT MUST RETAIN LIP

NO PORTING OR POLISHING OF ANY TYPE ALLOWED

### OPTIONAL HEAD

ENGINE QUEST CH-350-I. 70 cc MINIMUM. MAXIMUM ALLOWED CONSISTENT RUNNER SIZE 179 cc's

RHS-12400 70 CC MINIMUM. MAXIMUM ALLOWED CONSISTENT RUNNER SIZE 179 cc's

### IGNITION

STOCK TYPE HEI DISTRIBUTOR, MSD HEI OK.

SOFT TOUCH REV LIMITER OK, BUT MUST BE OUT OF REACH OF DRIVER.

NO TRACTION CONTROL

### EXHAUST

HEADERS OR STOCK TYPE EXHAUST MANIFOLDS. OVER RAIL OR PARALLEL HEADERS OK. NO TRI-Y, ZOOMIES OR 180 DEGREE HEADERS.

## INTAKE

CAST IRON STOCK TYPE OR EDELBROCK 2101 ALUMINUM. (NO BOWTIE OR MARINE)

NO PORTING OR POLISHING OF ANY TYPE

## CARBURETOR

BUILT ENGINES MAY RUN QUADRAJET, 1850 OR 4412 OR LESS.

602 CRATE ENGINE MAY RUN ANY 650 CFM OR LESS, BUT MUST HAVE STRAIGHT LEG BOOSTERS

BUILT ENGINES MUST RUN SPACER OR ADAPTER, NOT BOTH. SPACER/ ADAPTER WITH 2 GASKET CANNOT EXCEED 1.350

602 CRATE ENGINE MAY RUN 2" SPACER. SPACER AND 2 GASKETS CANNOT EXCEED 2.350

## FUEL CELL

RACING FUEL CELL MANDATORY

RACING OR PUMP GAS ONLY. E-85 OK.

NO ALCOHOL, METHANOL OR ANY TYPE OF FUEL ADDITIVE ALLOWED

## TRANSMISSION/ DRIVESHAFT

STOCK TYPE TRANSMISSION ONLY

NO POWER GLIDE TRANSMISSION

MUST HAVE FORWARD AND REVERSE WORKING GEARS

AUTOMATICS MUST HAVE 10" MINIMUM TORQUE CONVERTER, NO DUMMY CONVERTERS.

NO RACING TRANSMISSIONS

ANY STEEL OR ALUMINUM DRIVESHAFT

MUST HAVE SAFETY LOOP AROUND DRIVESHAFT

## CLUTCH

STOCK TYPE CLUTCH AND PRESSURE PLATE ONLY 10" MIN.

STEEL FLYWHEEL ONLY

COMBINED WEIGHT OF CLUTCH, PRESSURE PLATE AND FLYWHEEL MUST WEIGH 30 LBS MINIMUM

## BRAKES

STOCK TYPE BRAKES ONLY

DISC BRAKES ON REAR OK

FACTORY STYLE ALUMINUM SINGLE PISTON CALIPERS OK

DUAL MASTER CYLINDERS OK

NO BRAKE CUT-OFFS

BIAS ADJUSTER OK.

### REAREND

STOCK GM, FORD OR 9" FLOATER WITH ALL STEEL PARTS OK.

### SUSPENSION

ADJUSTABLE CUPS ON FRONT OK, NOT SCREWJACKS

SCREWJACKS ON REAR OK

STOCK OR AFTER MARKET TRAILING ARMS OK.

UPPER TRAILING ARMS MAY BE SHORTENED FOR PINION ANGLE BUT MUST BE NON-ADJUSTABLE.

UPPER TRAILING ARMS MAY RUN OFFSET BUSHINGS OR MONOBALLS.

LOWER TRAILING ARMS MUST UTILIZE STOCK MOUNT ON CHASSIS AND MUST BE STOCK LENGTH NON-ADJUSTABLE

LOWER TRAILING ARMS CAN BE NO MORE THAN 2 3/4" FROM BOTTOM OF AXLE TUBE TO CENTER OF TRAILING ARM BOLT (+ / - 1/2")

TOP TRAILING SHOULD BE 3" FROM TOP OF REAR END HOUSING TO CENTER OF TRAILING ARM BOLT (+/- 1/2")

CENTER OF AXLE TUBE TO CENTER OF UPPER TRAILING ARM BOLT SHOULD BE 7 3/4" (+ /- 1/2")

BOTH UPPER TRAILING ARMS SHOULD BE SAME LENGTH AND BOTH LOWER TRAILING ARMS SHOULD BE THE SAME LENGTH. NO LEADING OR TRAILING OF REAREND.

NO ADJUSTABLE LEAF SPRING SLIDERS OR ADJUSTABLE LOWERING BLOCKS ON LEAF SPRING CARS.

MAY RUN ANY NON-ADJUSTABLE TUBULAR OR STOCK STYLE UPPER CONTROL ARM, BUT MUST HAVE CROSS SHAFT.

LOWER CONTROL ARMS MUST BE STOCK TYPE STAMPED STEEL, NO RACING TYPE LOWERS.

UPPER CONTROL ARM MOUNTS MAY BE ADJUSTABLE

### SHOCKS

ANY REBUILDABLE STEEL SHOCK (NO SCHRADER VALVES OR PIERCING VALVES)

NO COILOVERS OR ALUMINUM BODY SHOCKS

HEIM END SHOCKS ON REAR OK. BOTH LEAF SPRING AND COIL SPRING CARS MUST HAVE SHOCKS IN STOCK LOCATION. MAY EXTEND SHOCK THRU FACTORY MOUNTING LOCATION TO ACCOMMODATE HEIM JOINT.

WHEELS AND TIRES

8" STEEL WHEELS ONLY

HOOSIER H-500 ONLY.

NO ALUMINUM

NO GROOVING OR SIPING

NO CHEMICALS

CHASSIS

CHASSIS MUST BE STOCK

NO FULL TUBE CHASSIS, ONLY TUBING ALLOWED MUST BE LOCATED BEHIND REAR SUSPENSION MOUNTS FOR FUEL CELL MOUNTING OR REPAIRS

UNIBODY MAY BE TIED TOGETHER

X BRACING OK

CHASSIS CAN BE BRACED UNDERNEATH CAR

CAMAROS MUST RETAIN FULL LENGTH FRONT AND REAR FACTORY FRAME RAILS. ANY REPAIRS MUST BE DONE IN FRONT OF FRONT SUSPENSION MOUNTS OR BEHIND REAR SUSPENSION MOUNTS AND MAY BE SUBJECT TO A WEIGHT PENALTY.

**THE ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL, CONSENT OR PERMISSION REGARDING THAT SUBJECT. ANY QUESTIONS OR DOUBTS REGARDING SUCH MATTERS SHOULD BE DIRECTED TO RACE TRACK OFFICIALS FOR A CLARIFICATION.**