

Hartford Motor Speedway 2012 Pure Stock Rules & Procedures

All drivers must have a RACEceiver one way communication device.

All drivers must purchase a 2012 Hartford Motor Speedway drivers card.
(all money raised will go towards point fund)

GENERAL RULES AND PROCEDURES

1. The rules and/or regulations set forth herein do not express or imply warranty of safety from publication 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.
2. Hartford Motor Speedway may at anytime make amendments to the rules set forth.
3. Hartford Motor Speedway officials shall have full authority over events. At the discretion of Hartford Motor Speedway officials, any competitor may be penalized for rule violations, hazardous actions or assaults/threats against any official.
4. Any car may not compete without inspector approval. All Hartford Motor Speedway race cars are subject to inspection by Hartford Motor Speedway officials at any time.
5. The uses of pit boards or colored flashlights are prohibited.
6. No radios or mirrors are allowed.
7. All Pure Stock A Main winners will start on the tail of the A Main the following week.

2012 Pure Stock Rules

CHASSIS

1. American made car or trucks with stock wheelbase of 108 inches or more.
2. Stock O.E.M Car and Truck frames only. (uni-bodies allowed)
3. A competition-type 4 point roll cage is required and must be constructed with tubing that is a minimum of one and one-half inches in diameter, with a minimum of .095 wall thickness. A minimum of three horizontal door bars is required in the driver's door (four bars highly recommended). A minimum of three horizontal door bars are recommended for the passenger's side of the car. Three driver protection bars are required in the windshield ahead of the driver. You may run front and rear bars through the firewall, with one kicker bar to the frame.
4. May put X in frame.
5. Uni- body cars may tie front and rear sub frames together with a maximum of 2 x 3 tubing.
6. Driver's side door plates are recommended.
7. Frame and all suspension mounts must be in stock location. No modifications permitted. (NONE!)
8. Maximum of 75 inch width (measured from racing surface of tire).
9. All cars must weigh a minimum of 3000 LBS with driver.

10. Seven (7) inches frame height minimum.

BODY

1. Stock OEM steel body panel only (GM to GM, Ford to Ford etc.)
2. No open rear body sections. Hood, trunk lid, roof and sail panel/b post must remain OEM stock sheet metal. The top six (6) inches of front fenders, doors and rear quarter panels must remain OEM stock. Replacing or repairing below six (6) inches with any type of magnetic sheet metal is allowed.
3. Stock style bumpers only if nose and tailpiece are not used.
4. No spoilers of any kind will be allowed.
5. All body patches or repairs must use steel, no aluminum allowed.
6. All body patches or repairs must match OEM body measurements.
7. Stock firewall front and floor pan with all holes covered with steel only.
8. Floor pan must remain stock to main hoop of cage.
9. Interior must be open, front firewall to rear of seat.
10. All cars must have tow straps on front and back.

SAFETY

1. A competition-type racing seat is required. A full containment aluminum seat is highly recommended.(no fiberglass seats allowed)
2. An approved, Snell SA 2000 or a Snell 2005 helmet(Snell sticker must be in helmet) is required.
3. An approved complete racing fire suit and fireproof gloves is required. Fireproof shoes, and neck collar are highly recommended. Also, a driver's side window net is required.
4. Head and neck restraint system is strongly encouraged.
5. Fire extinguisher in drivers compartment required.
6. All batteries that are mounted inside the driver's compartment must be completely enclosed in a marine-type box with a lid, and mounted securely.
7. All weights must be securely mounted with two half inch bolts and be painted white with the car number clearly marked. All weights must be mounted under the body of the car.
8. DRIVER HARNESS: Five point, three inch wide racing harness is mandatory. It is **VERY STRONGLY RECOMMENDED** that the belts are SFI approved and no more than two (2) years old from date of manufacturing.
9. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required.
10. Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON".

SUSPENSION

1. All suspension parts must be absolute stock for that make/model/year with no modifications. NONE!! No lumber, chain, spacer, cutting or welding allowed.
2. Steel shock body (non adjustable only).
3. All coil springs must be minimum 4.5 inches O.D. and non-progressive
4. Factory mounts on frame must be used - Stock trailing arm upper and lower - Stock location of lower shock mount - Frame may be welded to body.
5. Steering shaft and steering wheel can be modified by adding shaft and quick release for safety.
6. Nine inch Ford rear end permitted, but must be mounted like OEM rear end (centered) for that make and model. Floater rear ends permitted. All rear end mounts must be stock length and position.
7. Race axles are permitted and highly recommended.
8. Steel drive shaft must be painted white with a safety hoop.
9. Tubular upper a-arms permitted, must remain stock mounted on frame in stock location. One piece steel upper a-arms no swedge tube style.

ENGINE

1. Engine block must be exactly as produced by the manufacturer. (No aluminum blocks)+
2. Cast iron cylinder heads only (Angle Plug heads OK).
3. One gauge legal 500 CFM 4412 Holley unaltered carburetor.
4. The original choke tower must remain in its stock position and configuration.
5. The choke blade may be removed.
6. Any other alterations to the body of the carburetor, internal working mechanisms, venturis, throttle plate and/or any other part and/or component of the carburetor will not be permitted.
7. Carburetor jets may be replaced and/or adjusted as an engine tuning method.
8. No Holley HP 2 barrel carburetor or HP throttle shafts.
9. No roller cams.
10. Stock valve covers only may have tubes welded for breathers. (No stud girdles allowed)
11. OEM non-roller rocker arms only (No roller rockers & No roller tip rockers).
12. Cast iron intake (no aluminum).
13. Cast iron exhaust (center dump style permitted).
14. Engine must not set back any further than #1 spark plug with front ball joint.
15. Radiator in stock location, aluminum radiators allowed.

16. Must be stock H.E.I. production distributor ignition only. No capacitive discharge ignition systems. No racing ignition systems including ignition modules and ignition coil. No MSD, Mallory, etc. ignition components except spark plug wires.
17. All cars must have Schoenfeld IMCA mufflers #609 welded (unmodified) at end of exhaust for tech inspection. (maximum of 2 mufflers on vehicle)

TRANSMISSION

1. Stock automatic or manual OEM transmission. OEM size clutch and converter.
2. No direct drive style converters allowed.
3. Flywheels & flex plates must be steel, no aluminum.
4. No triple disk clutches.
5. Steel scatter shield mandatory.
6. No Hydraulic throughout bearings.

BRAKES

1. No altering of stock brakes allowed.
2. Cars must have functional brakes on all 4 wheels.
3. No brake bias/proportional valve permitted.
4. Rear disc brakes allowed

GAS TANK INSTALLATION

1. Fuel cell mandatory. 32 gallon maximum capacity. Bracing in trunk for fuel cell permitted.
2. No electric fuel pumps permitted. No fuel lines in the driver compartment.
3. Tech inspector must approve installation.
4. Fuel line from trunk to the engine compartment must be steel or steel braided.
5. Gas only (no nitro and no alcohol).
6. Minimum 12 inches ground clearance for fuel cell.

WHEELS & TIRES

1. Reinforced steel racing type wheels mandatory.
2. Maximum wheel width is 8 inches.
3. One-inch lug nuts are mandatory on all four corners.
4. Right rear only bead locks permitted.
5. Any DOT tire with a maximum size of 235/75.
6. 12/32 is the MAXIMUM tread depth allowed.

APPEARANCE

1. Numbers with letters are allowed. Make the letter is large enough to be seen from the tower.
2. Numbers must measure minimum of 22 inches high by a minimum of 15 inches in width. The thickness of the number must be no less than 3 inches.
3. Color of the number must be contrasting with the car color.
4. Numbers must be located on both doors and the roof of the car. Put the roof number so it can be read from the tower when the car is in the front stretch.
5. 6 inch car number above the right rear bumper is required.