



2022 Pure Stock Class Rules

The rules and/or regulations set forth herein do not express or implied warranty of safety, from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of Lucas Oil Speedway and are in no way a guarantee against injury to participants.

LUCAS OIL SPEEDWAY officials have full authority over said sanctioned racing events. In the event of any dispute, the Director's decision will be final.

All race cars are subject to be inspected by a LUCAS OIL SPEEDWAY track official at any time during the event.

LUCAS OIL SPEEDWAY reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.

Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e. SFI Specs, FIA, Snell, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, FIA, Snell, etc. program, and voids such certification and therefore will not be accepted by LUCAS OIL SPEEDWAY.

Please remember that we are here because of the Fans, and Sponsors. If they don't benefit...we won't. While we understand that this Competition involves substantial financial stakes, there is no excuse for bad or unruly behavior, which would tend to bring LUCAS OIL SPEEDWAY into disrepute.

LUCAS OIL SPEEDWAY is a professional organization and will conduct itself in its dealings with everyone, including Fans, Drivers, Team Members, Series Sponsors, Team Sponsors, Tracks and the Press. LUCAS OIL SPEEDWAY therefore expects the same from its Drivers, Team Members and Team Sponsors. LUCAS OIL SPEEDWAY and officials therefore reserve the right to take disciplinary action against anyone who brings LUCAS OIL SPEEDWAY into disrepute by their actions, either on or off the track.

In the event of any Felony conviction of a Driver, Team Member or Team Sponsor, the disciplinary action shall be a minimum one-year ban from LUCAS OIL SPEEDWAY, beginning with the date of the conviction, or, the date of the completion of any incarceration subsequent to said conviction, whichever date shall last occur.

Disciplinary action may also include, but is not limited to, the right of LUCAS OIL SPEEDWAY and officials to suspend either temporarily, or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of LUCAS OIL SPEEDWAY and officials, may have resulted in, or may result in, harm or detriment to LUCAS OIL SPEEDWAY.

LUCAS OIL SPEEDWAY and officials also reserve the Right to request the removal of any derogatory or distasteful statements on any racecar or hauler. Failure to comply with this request for removal may result in disqualification from some or all of the LUCAS OIL SPEEDWAY Races.

The decisions made, and the disciplinary actions taken, by LUCAS OIL SPEEDWAY and Officials hereunder shall not be appealed by the Driver, Team Member or Team Sponsor affected thereby.

Unsportsmanlike Conduct: Any driver/crew member/participant found by LUCAS OIL SPEEDWAY officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of dirt racing, or LUCAS OIL SPEEDWAY will receive a penalty. This includes any aggressive action toward an LUCAS OIL SPEEDWAY official and or track official by a driver/crew member/participant including arguing, yelling or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to LUCAS OIL SPEEDWAY or an LUCAS OIL SPEEDWAY official. Driver/Crew Member/Participants are solely responsible for the actions of all team members at all times and in the event that a team member shows Unsportsmanlike Conduct, LUCAS OIL SPEEDWAY officials may penalize the driver/crew member/participant for the actions of the team member in addition to any penalty to the team member for his / her actions.

Any Driver entering and competing in a Lucas Oil Speedway event acknowledges and accepts the following: LUCAS OIL SPEEDWAY and its assigns may use the Driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations by and through, television, radio airwaves.: cable and satellite broadcasts, film productions, videotape reproductions, audio-tape reproductions, transmissions over the Internet and public and private on-line service authorized by LUCAS OIL SPEEDWAY and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any LUCAS OIL SPEEDWAY sanctioned event, and do hereby relinquish all rights there to for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.

SAFETY EQUIPMENT

Restraint Systems

- A.) The use of a 5, 6 or 7-point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED, no exceptions. All driver restraint systems shall not be in excess of 2 years of age past the date of manufacture. The use of a 7-point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.

Window Nets

- A.) Window Nets certified to SFI Spec 27.1 or Safety Nets certified to SFI Spec 37.1 are Strongly Recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.

Drive Line

- A.) A drive line "sling" is REQUIRED.

Helmets

- A.) A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is REQUIRED.

Driver Suits

- A.) A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.

Gloves

- A.) Gloves certified to SFI Spec 3.3 are REQUIRED.

Shoes/Boots

- A.) Socks and Shoes certified to SFI Spec 3.3 are REQUIRED.

Cockpit Tubs

- A.) Eighteen (18)-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect the front, sides and rear of the driver is HIGHLY RECOMMENDED.

Head and Neck Restraints

- A.) Head and Neck Restraint Devices/Systems are REQUIRED

B.) At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1, and must be acceptable to LUCAS OIL SPEEDWAY. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions

It is the responsibility of the driver, not LUCAS OIL SPEEDWAY, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.

Batteries

- A.) NO batteries to be located in the driver's compartment/cockpit.
- B.) The battery must be securely mounted with positive fasteners and brackets.
- C.) The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
- D.) One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver's seat, in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch. An additional battery disconnect switch within the driver's reach may also be used.

Seats

- A.) LUCAS OIL SPEEDWAY Recommends that all seats be full containment type constructed of aluminum. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
- B.) Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and a base seat acceptable to the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer's instructions.
- C.) Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is trimmed to a distance that is less than the most forward surface of the driver's helmet (usually the area crossing the chin) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch.
- D.) Seats must be mounted to a seat frame that is welded to the race car frame/roll cage

structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.

FIRE SAFETY:

- A.) It is recommended that each racecar have built-in fire extinguishing equipment but cannot be of the dry powder type (must be Halon 1211 or equivalent).
- B.) Drivers should have in their pit area as part of their equipment, at all times, a fully charged dry chemical, Halon (or its equivalent) fire extinguisher. Ten- or thirteen-pound fire extinguishers are recommended.

RaceCeivers

- A.) RaceCeiver one-way radios are required to be used in every portion/segment of an event.
- B.) Race Director and Head Scorer are the only people permitted to transmit on a RaceCeiver device. Use of any other type of radio is not permitted.

Technical Inspection

A.) All cars subject to be inspected by LUCAS OIL SPEEDWAY Official and/or designated Technical Inspector(s) at any time. LUCAS OIL SPEEDWAY is a sanctioning body, therefore designated LUCAS OIL SPEEDWAY officials may make a technical inspection call at any track when attending sanctioned races in an official role. On a weekly basis, all technical inspection is the responsibility of the affiliated track. LUCAS OIL SPEEDWAY officials may and will act in an advisory role and may be called upon by track technical inspection officials for advice. The final judgment call for LUCAS OIL SPEEDWAY special events is made by designated LUCAS OIL SPEEDWAY officials. If a track does not have a designated official, LUCAS OIL SPEEDWAY reserves the right to assume this role by appointing an official to fulfill this duty on an as-needed basis.

B.) Approval of any racecar by an official shall mean that the racecar is approved for participation in the event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it further declared that officials and/or LUCAS OIL SPEEDWAY shall not be held liable for any mechanical failure, nor for any loss, injuries or death resulting from the same.

Penalties

A.) The following Penalties will be applied after normal Caution Procedures have been followed, unless special circumstances apply:

B.) Under Green Flag or Caution Flag conditions, LUCAS OIL SPEEDWAY reserves the right to invoke penalties or suspensions of any Driver whose actions are deemed to be overly aggressive, or fall into the category of "rough driving." Drivers will be notified of any penalties that have been levied by LUCAS OIL SPEEDWAY Officials and or track officials. All decisions shall be final.

**Note: This rule is not intended to eliminate competition or accidental contact; however, it is intended that deliberate contact and/or over-driving, will be penalized.*

C.) Any physical confrontation, either on the Racetrack or in the Pits, will result in the Aggressor or Aggressors being suspended for the next three events or payment of a \$1,500 fine PLUS the loss of points. A second offense will result in suspension for the rest of the Season.

**Note: Any Driver who enters another Driver's Pit area will be deemed the Aggressor. Away from the driver's Pit area, both drivers will be considered Aggressors. Drivers should be*

aware that they will be held responsible for any members of their Race Team, and the above Penalties will apply even if the driver concerned is not directly involved.

D.) Any incidents that are judged to be "Deliberate Acts of Aggression", whether on or off the Track, under Green or Caution, will result in Disqualification.

E.) LUCAS OIL SPEEDWAY Officials reserve the right to increase the above Penalties, depending on the severity of the incident.

Changes / Substitutions

A.) No driver will be allowed to use a backup car or exchange a car or driver once he/she starts heat races. Once a driver has entered a car in the heat race then that car must start the feature. No exchanging of cars or drivers once heat races have been completed.

CLASS RULES:

ROLL CAGE:

Must have at least 3 left side and 2 right side door bars, 4 up right bars, cross brace behind driver, middle bar in top, down bars off rear of cage going through rear fire wall into trunk ok, must not connect to rear bumper. Tubing must be round & at least 1.5 inches in diameter .095 wall minimum thickness. 70" from rear of engine block to seat belt holes in top of seat. Top halo must be minimum 40 inches across, outside to outside. Rear Hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo.

BODIES:

May use later model body must use stock metric firewall, floor pan, and rocker panels. A Pillars must attach to the factory A Pillars. Body must roll in at bottom to factory rocker panel. NO aluminum body panels allowed. Minimum 108 inch wheelbase, except 1983 or newer t-birds or Chrysler products may be 105 inch wheelbase. Any year American made production car. All cars to remain stock. Full frame cars may remove inner fender wells, unibodies may not. Bumpers must remain stock with no bracing outside frame horns. Radiator may have protection bar. Steering column may be stock or fabricated with removable steering wheel. Car may be stripped, stock fire wall from front to rear with all holes patched, no mirrors, must have safety bars or screen over driver side windshield. Hood fenders, and bumpers required. Engine hoop and snout bars allowed. NO SPOILERS. No enclosed interior.

IGNITION:

Must be stock! No DUI or MSD, etc.

New style chip box (part number CT8727) 6,200 RPM max limit for motor option A with 430 maximum lift cam.

New style chip box (part number CT8727) 6,000 RPM max limit for motor option A with 450 maximum lift cam.

New style chip box (part number CT8727) 6,000 RPM max limit for motor option B.

ENGINE:

Stock motor, stock location, stock solid motor mounts in stock location. Must be same make as car.

ENGINE OPTION A :

Size of engine: Max. compression 9 to 1.350 GM .060 max.351 Windsor Ford .060 max.360 Chrysler .060 max.Harmonic balancer on GM 8 inch minimum.

Smaller engine allowed no stroker engines allowed!

Stock balancer ONLY. No modifications, No lightening (min weight 10 lb., 8 oz.).

Heads: GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum size valves on these heads are 1.94 inch intake and 1.50 inch exhaust. No performance heads (no double humps, no 292 castings, no LT1, no bowtie, no center bolt valve cover or aftermarket allowed). Porting or polishing, screw in studs with shoulders or guide plates are not permitted. 305 heads on 305 only. No beehive or high performance valve springs.

Camshaft: Hydraulic camshaft only, must pull at least 15 inches of vacuum, no tolerance. **430 maximum lift at valve must run 6,200 RPM Rev limit, 450 maximum lift at valve must run 6,000 RPM rev limit,** stock 1.5 ratio rockers only, no tolerance. No roller cams, no roller tip or roller rockers allowed. Stock type lifters, NO HP. Must have stock wire clip!

Crankshaft and rods: Stock appearing, no light weight cranks. No H-beam rods. Press fit rods only, 5.7 rod on GM maximum. Aftermarket Eagle, Scat, stock type ok. 3.48 maximum stroke. No lightening of any kind to crankshaft.

Intake manifold: Stock cast iron, no aluminum, no bowtie, Ford D5 or newer Chrysler no high rise. Intake must be unaltered. Edelbrock intake part numbers 2101 and 2701.

Carburetor: 4412 Holley only 2-barrel, no modifications except jets and choke removed. No modifications to choke tower. Carburetor must have vacuum ports for testing vacuum. Carburetor subject to claim by any driver in a feature in lead lap with winner. Claim is \$250 outright or \$125 with exchange. Failure to sell forfeits points and finish for the night plus 2-week suspension and \$50 fine paid to a charity before returning to race. No electric fuel pumps, stock man. pump only. Spacer plate for carburetor. From intake to carburetor only claim \$25 outright or \$15 with exchange. Carburetor spacer must remain same front to back max. 1 inch, no taperer spacers.

Exhaust: Stock cast iron exhaust manifolds or In Frame rail headers 1 5/8 in. max. diameter , 3" max diameter collector 2 inch o.d. pipe, must extend past driver.

Pistons: Flat top 4-valve relief only. Hypereutectic 4-valve relief ok. No JE, Ross, etc. No high performance.

Radiators: Aluminum radiator ok, aluminum pulleys ok , aluminum water pumps ok.

ENGINE OPTION B :

CRATE ENGINE: Must use unaltered sealed GM 602 crate engine with additional IMCA Cable-Lok system or USRA seals or if the GM 602 crate engine has not been sealed it must be inspected by the Springfield Raceway tech Official & will be sealed with Springfield Raceway seals- NO EXCEPTIONS. Upon inspection, any different, altered or missing GM seal bolts or IMCA Cable-Loks, USRA seals or Springfield Raceway seals will result in a penalty of 1 week suspension and a \$500 fine. Legal aftermarket oil pans ...Champ pan #CP100LTRB and Champ pick-up #100SB, or with Kevko pan IMCA92 and Kevko pick-up #1005-3/4.

-Carburetor rule will be the same as motor option A.

-Engine must pull a minimum of 15" of vacuum at 1000 rpm.

OIL PANS:

Racing style oil pans allowed. Must have 1" inspection hole above the oil line on the driver's side. Failure to do so will result in removal of pan for inspection. No aluminum oil pans.

TRANSMISSION:

Option 1: All forward and reverse gears must be operational, plus a neutral position. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward. Only OEM production transmissions allowed. No 'in and out' boxes or quick-change devices allowed. Functioning shift levers must be in OEM location. One steel or aluminum OEM style/size flywheel allowed, must be bolted directly to end of crankshaft. 10.4 in min. clutch stock appearing pressure plate must weigh min. of 15 lbs. Pressure plate will be weighed by itself. Stock spring type disc, no solid hub, min. 15 lb. Flywheel will be weighed by itself. Must be unaltered three- or four-speed in OEM production case. No five (or more) speeds allowed. Must have working clutch inside explosion-proof steel bell housing with one hole for throw out bearing lever or hose, must be

270 degrees around top of clutch and flywheel area. No mini-clutch allowed. No racing clutches. Components must rotate, consistent with engine rpm, while car is in any gear. No Bert, Brinn or Falcon type transmissions allowed.

Option 2: Stock automatic transmission with full size working torque convertor.

No power glides, 3-speed automatics only no TCI CNR, etc. type torque convertors. Mandatory must have approved scatter shield constructed of minimum 0.125 inch by 3 inch steel, 270 degrees around flex plate. Only external lines allowed are for transmission cooler.

Claim on torque convertors is \$75.

REAR ENDS:

Stock for car, may be locked. Any gear ratio allowed. Rear trailing arms must be stock. No shortening or lengthening of trailing arms. Pinion angle must remain stock. Leaf spring cars must have plates welded to axle tubes to prevent pinion angle from moving. May use 9" Ford or stock rear-end. Trailing arms must remain stock for frame being used and be in stock location on chassis GM to GM, Ford to Ford, etc. FLOATER REARENDS ARE ALLOWED

DRIVESHAFT:

Stock length, painted white, no aluminum.

BRAKES:

May run single aftermarket brake pedal. Set back no more than 25 from center of upper ball joint. One OEM type master cylinder must be mounted in the stock location on the firewall. One master cylinder, NO balance bars, one master cylinder rod only NO EXCEPTIONS! Must have 4 wheel working brakes. No shut off valves, bias valves, May remove power booster. 4 wheel disc brakes ok.

FUEL TANK:

Must be fuel cell, mounted in trunk. 22 gallon max, at least 2 straps both directions. Must have steel outer can. New style fuel cell or flapper valve update lid (Speedway part number 458-315).

FUEL:

NO E85 or alcohol based fuels, pump gas or racing fuels allowed.

TIRES & WHEELS:

Stock street tires, D.O.T., no all terrain tires, max. 8 inch tread, will be checked with track gauge, P235/70r15 max., 255/60r15 max., 8 inch asphalt take offs allowed. 50 minimum compound. 8 inch max, steel wheels, no bead locks, must have 1" lug nuts. optional bead lock RR only.

SUSPENSION:

All components must be stock OEM for make and model no moving brackets or shortening lengths. OEM bushings only. Steering quicker allowed, NO steering boxes less than 2 turns lock to lock . NO weight jacks or spring spacers.

Shocks: Stock mount, stock appearing racing shocks allowed. No heim end or adjustable. No take apart shocks (mono tube only).

Springs: Racing springs allowed.

Front: No spring spacers, springs same height.

Stock length aftermarket a frames allowed.

Rear: No spring spacers, springs same height side to side. Maximum length on rear springs 14".

Rear Suspension: No aluminum parts. No Schrader valves or adjustable shocks. No gas reservoir shocks. Shocks must be all steel. Cannot move spring forward, back or side to side. Must be in stock location. Leaf springs can run lowering blocks but no adjustable lowering blocks. No spring sliders. No split leaf springs must have same number of leafs in front of axle and behind. No slapper type

traction devices. No roller bearings. No heim ends. Must be stock type bushings. (i.e. if it came with a rubber bushing with steel insert it must remain that way). Aftermarket stock replacement ok. No floating bird cages, coil eliminators or any other traction devices allowed! No weight jack bolts. Rear shocks must be in stock type location (if they came in front of the rearend they must remain there). Rear trailing arms no more than 2 7/8 inches from bottom of housing to center of bolt. Same both sides. Upper control arms no more than 2 1/2 inches from housing to center of the bolt. Same both sides. No adjustment holes allowed on rearend or chassis, must be stock location on chassis. Torque arm cars must use stock type arm, aftermarket replacement ok but must match oem measurements non-adjustable, must use stock type bushing, front mount may be fabricated but cannot be adjustable.

Weight:

3,000 lbs. total weight after race with Driver.

This is a stock class, no high performance parts. If you think it is a grey area ask track or tech before doing it, will be teched by track's interpretation of rules!