

**2010  
CANAAN FAIR ASPHALT SPEEDWAY  
PURE STOCK RULES**

**PURE STOCK RULE AMENDMENTS: 3/29/10**

**AMENDMENT #1:**

Any Pure Stock with their trunk floor and wheel welds cutout **WILL BE REQUIRED** to add 30lbs to their car after their 1st weigh in at the track. The car will be weighed and you must add 30lbs above the weight of your car even if it is over 3,100lb. minimum weight. The 30lbs may be mounted in a piece of pipe or you may use a piece of steel between the top of both frame rails, behind the fuel cell. The 30lbs must be in place by next event.

**PURE STOCK RULE AMENDMENT: 1/16/10**

**AMENDMENT #2:**

Pure Stock shock rule has been amended. We will allow **PRO SHOCKS** with the following number only. **FRONTS - SS100A, REARS - SS201A**. This shock is less than the \$70 maximum price. It will also allow teams to make suspension adjustments with their shocks, and learn more about the geometry of their racecars. These **PRO SHOCKS** are the only internally or externally adjustable ones that we will allow.

**ATTENTION PURE STOCK COMPETITORS**

The Pure Stock Class is intended to provide and encourage stock car racing at an affordable price. The objective of this class is to provide a low cost, safe, cheap way to have fun, and get your feet wet in the sport. Pure Stock cars should basically be stock with only modifications for safety. Efforts to “bend” or take advantage of “gray” area rules will not be tolerated! It is nearly impossible with all the different types of vehicles allowed in this class to provide a rulebook which will cover every possible situation that might occur. The Technical Inspector(s) are given discretion to use their judgment to interpret and make changes to these rules at any time should it be deemed necessary, to insure equal competition for all. Management reserves the right to impose weight penalties to any vehicle deemed hurting the competition. On your third victory in the same season, 25lbs will be added to the right side of your car, and subsequently, another 25lbs. will be added for each victory thereafter. This is at the discretion of Director of Competition.

## **NEW RULES FOR 2010**

- A. Scanners are mandatory in all cars in this class. Absolutely NO 2-way radios allowed. Anyone caught using scanner system improperly will lose all points and monies for the week, face a two week suspension and fined \$250.00.
- B. No seats may be bolted directly to the floor board of your vehicle. You must have a steel seat frame of some sort.
- C. All cars must be equipped with Lexan gas splashguard behind the driver's seat.
- D. **ALL** drivers in every division **MUST** wear gloves. Mandatory.
- E. A 2" inspection hole is mandatory so flywheel and clutch assembly may be inspected visually.
- F. Trunk may be cut to fit fuel cell only. Minimum height of fuel cell is 11" from the bottom of the fuel cell to the ground. Fuel cell must be centered between frame rails. 1" square tubing holding frame is mandatory. Minimum 1/8" thick, 1" wide steel straps are mandatory, minimum of two straps going in each direction.
- G. Minimum 1 3/4" protector bar in back of fuel cell is mandatory.
- H. All holes around fuel cell cut-out on trunk floor area must be patched with minimum 20 gauge steel. **SEE AMENDED UPDATE AT TOP OF RULES:**
- I. No brake biases allowed.

## **COMPETING MODELS:**

1. Two wheel drive, American made passenger car models.
2. Front wheel drives allowed, must meet minimum wheelbase criteria.
3. Minimum wheelbase of 101" only.

## **BODIES:**

1. All body panels must remain stock appearing.
2. Inner panels may be removed.
3. Aftermarket panels may be used. They **MUST** be stock appearing, and be of magnetic steel only.
4. Aftermarket rubber nose pieces, and tail pieces are allowed.
5. All doors must be securely fastened (welded, bolted or chained) closed.

6. Hoods may be gutted, must have a minimum of three (3) hood pins.
7. Absolutely **NO HOLES ALLOWED** in hood except for hood pin holes.
4. Trunk lid may be gutted. Must have a minimum of two (2) hood pins.
5. Door handles must be removed, and covered with sheet metal or aluminum.
6. Vehicles with t-tops or convertibles are not allowed. Sun roofs must be removed and covered with a minimum of 22 gauge steel.
7. Stock type front and rear bumpers mandatory. Must remain in stock position and must be closed on the ends.
8. All glass must be removed, **INCLUDING** the windshield. Windshield may be replaced with a lexan type material or a screen. Windows may be replaced with lexan except for front doors.
9. Stock dash **MUST** be removed and replaced with sheet metal.
10. All upholstery, additional seats, front and rear, and all flammable material must be removed.
11. Original stock floor pans and front firewalls must remain in place. All holes must be covered with minimum 22 gauge steel.
12. All holes in rear firewall must be covered with minimum 22 gauge steel.
13. No boxing in of driver's compartment allowed.
14. Quick release steering wheel recommended.
15. Rear spoiler is to be clear lexan, and no taller than 8" regardless of angle. It will be measured from mounting surface to the top edge of the spoiler. 0" tolerance. It is to be mounted in the center of the body, and no wider than the body at the mounting points. The height is to be no higher than 43" from the CFS tech floor at its highest point. No side boxing is permitted. All bracing is to be in the rear of the spoiler, and done in such a way that an aerodynamic advantage is not gained. Spoiler must be flat across the top with **NO** lips or angles of any kind. Spoiler height will be checked with the driver in the car after the feature. Top corners of spoilers must be rounded. The discretion of the tech department will be final.

### **FRAMES:**

1. No tube frames.
2. 6" minimum frame height measured from the lowest point on the frame rail after the race.
3. Measurement will be taken with driver in the car. Measurement will be taken on CFS tech shed floor.
4. Air in any tire may be added, up to a 25 lb. maximum reading on track tire gauge.

### **WEIGHT RULES:**

1. All cars must weigh a minimum of 3100 lbs. with the driver in the car.
2. 54% maximum left side weight.
3. Cars will be weighed before the feature.
4. All added weight, lead or steel, must be bolted or boxed securely.
5. On any team's third victory, 25lb. will be added to the center of the right side of the car. An additional 25lbs. will be added for each victory thereafter. This rule will be enforced at the discretion of the Director of Competition.
6. All lead must be painted white with car number labeled on it.
7. In fairness of competition, the Director of Competition reserves the right to add weight or adjust weight percentages as deemed necessary.

### **ENGINES:**

1. 6 or 8 cylinder engines allowed.
2. Maximum engine size is 355 cubic inches.
3. Engine block must be OEM stock.
4. Minimum cylinder head c.c.'s shall be 70. Casting number must show that factory specs are more than 70 c.c.'s.
5. The only aftermarket heads allowed are World Products Inc., part # 43600, stock out of the box.
6. Heads may be milled to a minimum of 70 c.c.'s.
7. No vortec, turbo, bow-tie or center bolt heads allowed.
8. Largest intake valve allowed is 1.940.
9. Largest exhaust valve allowed is 1.500
10. Maximum valve spring size is 1.255 o.d.
11. No titanium valves or titanium spring retainers allowed.
12. Any brand and style of stainless steel aftermarket valves are allowed.
13. Pistons must be stock type, replacement or hypereutectic.
14. Coated pistons are allowed.
15. Coated piston skirts are allowed.
16. No forged, pop-up or two eyebrow types allowed.
17. Total camshaft lift is to be no more than .410 when measured at the valve retainer.
18. Lifters may be solid or hydraulic.
19. No mushroom, hydraulic roller or solid rollers allowed.
20. Blocks allowed to be bored up to 4.030 and be decked for cleanup.

**\*\*\* ANY HEAD MAY BE CONFISCATED IF IT DOES NOT MEET TECH APPROVAL. IF AN OUTSIDE SOURCE IS NEEDED FOR A SECOND OPINION, IT WILL BE TAKEN TO A FACILITY WITH TWO MEMBERS FROM THE TEAM, AND A TECH OFFICIAL. AT THAT POINT IN TIME, WHETHER THE HEAD IS LEGAL**

**OR ILLEGAL, IT WILL BE RETURNED TO THE COMPETITOR, AND ANY PENALTIES WILL BE ASSESSED.**

21. Any stock 4 barrel Quadra jet or Holley 4412 carburetor for V8 engines allowed.
22. Fuel injection systems for V6 engines.
23. Stock cast iron manifolds only. Exhaust manifolds must be stock.
24. Exhaust manifolds only, no headers or header type manifolds.
25. All intake manifolds must be OEM factory stock for fuel system used. No machining allowed.
26. No aftermarket or performance intake manifolds of any type allowed.
27. Exhaust must exit behind driver compartment, and exit under the car, **NOT OUT THE SIDE!** Any vehicle having the exhaust exit out the side will have one meet which includes only their initial night to comply. After that initial night they will **NOT BE ALLOWED TO COMPETE!**
28. Mufflers are mandatory, and must pass a 96 decibel test.
29. New cars that enter after the first four scheduled race meets of the season will be allowed thirteen (13) **CONSECUTIVE CALENDAR DAYS** from the date of registration to comply with muffler and exhaust location rules.
30. All carburetor air cleaners must be metal.
31. No plastic or Flow-Control type allowed.
32. All air filters must be of paper type, **NO** K+N washable filters allowed.
33. **No** holes in hood for carburetor air filter, oil breathers or distributors.
34. Absolutely **NO** holes in hood except for hood pins.
35. Must have radiator overflow tank.
36. Any part with serial or part number removed or altered will be deemed illegal.
37. The track reserves the right to bring in a specialist to determine whether a racecars components are within stock requirements.
38. Positively No Anti-Freeze/Engine Coolant or other glycol based liquids allowed. Water and only red approved water-wetters allowed. No green. Any driver found using such fluids will be subject to a \$250 fine.

## **CRATE ENGINE RULES**

1. All GM crate engines must be registered, sealed and approved by CFS Tech Officials before competing.
2. The GM, Canaan Tech sealed and approved GM crate engine is part #88958602 will be allowed after you purchase a CFS restrictor plate.
3. You must run a Holley 4412 Carburetor. The restrictor plate must be installed and sealed by a CFS Tech Inspector.

All crate engine owners wishing to have their engine sealed by a CFS Tech Official, must contact Lou Mardanes at 603-542-4301 between the hours of 1pm and 8pm to set up an appointment. The minimum fee is \$100. This fee will increase depending on amount of time and effort to check what is needed to seal the motor properly. Each case will be determined on a case by case basis as no two jobs are the same.

**ANY CAR THAT IS FOUND RUNNING A CRATE ENGINE THAT IS NOT REGISTERED WITH CANAAN TECH WILL AUTOMATICALLY BE DEEMED ILLEGAL AND WILL BE DISQUALIFIED. IT WILL ALSO LOSE ALL POINTS AND MONIES FOR THE MEET.**

### **PENALTIES:**

The discretion of the tech department in all matters concerning these rules will be final, and in all cases, all penalties will be determined on a case by case basis by the Contest Board.

### **TRANSMISSIONS & REARENDS:**

1. Automatic transmissions only.
2. Must have torque converter.
3. 2" inspection hole is mandatory so flywheel may be inspected visually.
4. If rear wheel drive car and drive shaft runs from motor in front to rear end in rear, it must have two (2) drive shaft safety loops made of 1/4" X 2" steel. Drive shaft must be painted white with car number on it.
5. Rear-end shall be stock.
6. Locked or welded rear-end allowed.
7. Aftermarket spools allowed.

### **TIRES & WHEELS:**

1. All tires must be DOT type, radial highway tires.
2. Minimum tread wear rate is 200.
3. 14" or 15" in only.
4. Tire sizes limited to 65, 70, or 75 series tires only.
5. All tire sizes and tread wear numbers **MUST** be marked on the outside and inside of the tires with either a white or yellow paint marker or crayon.
6. 7" or 8" racing wheels permitted.
7. White spoke or stock OEM steel allowed
8. No aluminum wheels allowed.

9. 1" steel lug nuts mandatory.
10. The Director of Competition reserves the right to implement a track tire rule or adjust the tire tread wear rule if deemed necessary as for the best interest of competition.

### **SUSPENSION:**

1. Coil springs must have the same number of coils, same coil diameter, same wire diameter, same free height, and they must be the same from side to side. Left front must match right front, and left rear must match right rear. Wire diameter will be allowed a maximum of .050 tolerance.
2. No coil spring jacking bolts or adjustable coil spring buckets of any kind.
3. Spacers, lowering blocks, shims and spring rubbers are allowed.
4. All coil spring mounting points must be the same, left rear and right rear the same, as well as the left front and right front the same.
5. Cars with leaf springs must use stock front spring mounting points of the same height side to side.
6. Lowering blocks on the center mounts may be used, but they must be the same height side to side.
7. Any length rear non-adjustable shackles may be used. They do not have to be mounted on the same length right and left.
8. Must have same number of leaves on each side, stock length.
9. Steel leaves only. No composite leaves allowed.
10. 2" maximum camber allowed on left and right front.
11. Camber measurement will be measured at the wheel rim with the driver seated in the car. CFS OFFICIALS RESERVE THE RIGHT TO ADJUST THIS RULE DUE TO RACING DAMAGE.
12. **PURE STOCK RULE AMENDMENT: 1/16/10**

Pure Stock shock rule has been amended. We will allow **PRO SHOCKS** with the following number only. **FRONTS - SS100A, REARS - SS201A**. This shock is less than the \$70 maximum price. It will also allow teams to make suspension adjustments with their shocks, and learn more about the geometry of their racecars. These **PRO SHOCKS** are the only internally or externally adjustable ones that we will allow. All other choices must be stock welded shocks

13. No air shocks.
14. Only one steel shock per wheel.
15. No external or internal adjustable struts. \$110 maximum price allowed per strut.

16. Stock sway bar and components must be in stock location for make, model and year. Adjustable outer links allowed.
17. Stock replacement tubular upper A-arms may be used, but must have the same mounting points as stock A-arms for chassis used.
18. A-arms must be the same length on left and right side.
19. Stock frame mounts must be used, and no changing of height or width from stock.
20. The tubular A-arms must use a bolt in ball joint. Screw in ball joints is not allowed.

### **ROLL CAGE & SAFETY REQUIREMENTS:**

1. Minimum size of roll cage tubing is 1 3/4", .095 thick.
2. Minimum four point cage required.
3. All cars must have trunk area sealed.
4. Four curved bars in driver's door and three bars in passenger door are mandatory.
7. A horizontal bar is highly recommended from between the two uprights and the dashboard bar.
8. Seat must be an aluminum racing seat bolted to a steel frame connected to cage in original position. Must have six (6) – 3/8" bolts, grade 8 with washers. One must be in each corner of the seat (2-3" from the outer edge) and two in the headrest.
9. No mounting seat to the floor.
9. A support brace must be installed in the rear of the seat.
10. If battery not mounted in stock position under hood, it must be mounted securely in a safety box that is securely mounted outside of the driver's compartment.
11. All cars must have a safety cut-off switch on dash or drivers right side crossbar. Must be within reach of the driver and accessible to safety crews from both sides of the car.
12. All cars must be equipped with a minimum five (5) point harness system.
13. Maximum allowable age for belts is three (3) years.
14. Belts are not legal without date tags.
15. All vehicles must be equipped with an approved window screen, equipped with a quick release device. No string nets allowed. An arrow showing the location of the release must be painted on the outer roof panel.
16. A working fire extinguisher with a working sight gauge is mandatory. It must be attached within reach of the driver and accessible to the driver while strapped in. It must be located in the center of the car so that it may be reached by safety officials from both sides of the car. Must be securely mounted with a quick release mounting bracket. Zip ties and duct tape are not allowed.

17. All cars must be equipped with Lexan gas splashguard behind the driver's seat. 1/8" lexan mounted to cage behind drivers seat. Works to keep gasoline off from driver in case of fuel cell disruption.
18. Original fuel tank must be removed and replaced with a fuel cell.
19. Fuel cell must be enclosed in a 20 gauge steel canister. Fuel cell must be held in place by a minimum of four (4) 1" X 1/8" flat steel straps.
20. Maximum sixteen (16) gallon fuel cell allowed.
21. Trunk may be cut to fit fuel cell only. Minimum height of fuel cell is 11" from the bottom of the fuel cell to the ground. Fuel cell must be centered between frame rails. 1" square tubing holding frame is mandatory. Minimum 1/8" thick, 1" wide steel straps are mandatory, minimum of two straps going in each direction.
22. Minimum 1 3/4" protector bar in back of fuel cell is mandatory.
23. All holes around fuel cell cut-out on trunk floor area must be patched with minimum 20 gauge steel.
24. All fuel lines passing through the interior of racecar must be enclosed in steel conduit.
25. All fuel cell vent lines must have a check valve.
26. All four wheels must have working brakes.
27. No brake biases allowed.
28. Center of steering wheel must be padded.
29. All roll bars within drivers reach must be padded.
30. Full firesuits are required. Tech Officials may require you to replace your firesuit if it is full of holes or covered in oil and/or grease.
31. Racing helmets must be DOT or SNELL approved.
32. The following safety items are highly recommended: Full faced helmet or goggles. fire retardant shoes, socks and undergarments. Foam neck braces, Hans or Hutchens devices are highly recommended.
33. Gloves are MANDATORY!!!
34. Scanners are mandatory. NO TWO-WAY RADIOS ALLOWED.

### **NUMBERS & PAINT SCHEMES:**

1. All cars must be neat appearing, painted in contrasting colors.
2. Lettering will be neatly done. No Profanity allowed!
3. Numbers will be at least 18" high. There must be numbers on each side of the racecar. There must be a number on the roof, lettered to be readable by scorers on right hand side of the racecar. There must be a 4" number on the upper left passenger side of the windshield, a 4" number on the right front headlight cover, and a 4" number on the right rear tail light cover.

4. The head scorer reserves the right to ask race teams to make their numbers more legible. You will have one week to comply. Failure to comply will result in your car not being scored.

### **DRIVER ELIGIBILITY:**

1. Any driver must be a minimum of 16 years of age by June 1, 2010 to start racing on opening day in the Pure Stock division. Anyone under the age of 16 that competed in the Pure Stock division in 2009 will be grandfathered for the 2010 racing season. If you are not grandfathered from 2009, you may not race in the Pure Stock class until you reach the age of sixteen.
2. All drivers must be willing to submit to an alco-sensor test if deemed necessary by Track Officials. Failure to submit to test meets automatic license suspension and immediate removal from Speedway grounds.
3. All rules are subject to change by the Director of Competition. It is the responsibility of the competitor to obtain and become familiar with the rules pertaining to the division he/she competes in along with General Rules and written race procedures. If there are any major changes in the rules, a memo will be mailed to each competitor. You will be expected to comply by the next race date, or the date mandated in the memo. It will also be updated on our website.
4. When you sign your license application, you have signed that you understand the rules and will abide by them.
5. The rules and/or regulations set forth herein, are designed to provide for the orderly conduct of racing events, and to establish a minimum acceptable requirements for such events. These rules 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 an Official. All rules clarifications are void from the previous seasons, and cannot be used in the 2010 season at CFS.

**ANYTHING NOT MENTIONED IN THESE RULES SHALL REMAIN OEM STOCK FOR MAKE OF VEHICLE USED UNLESS APPROVED BY TECH. IF IT DOESN'T SAY IT IN BLACK AND WHITE, DO NOT DO IT!!!!**

### **PENALTIES:**

The discretion of the tech department in all matters concerning these rules will be final, and in all cases, all penalties will be determined on a case by case basis by the Contest Board.

**2010 PURSE:**

<b>1<sup>st</sup></b>	<b>\$125</b>
<b>2<sup>nd</sup></b>	<b>\$100</b>
<b>3<sup>rd</sup></b>	<b>\$ 75</b>
<b>4<sup>th</sup></b>	<b>\$ 60</b>
<b>5<sup>th</sup></b>	<b>\$ 50</b>
<b>6<sup>th</sup></b>	<b>\$ 40</b>
<b>7<sup>th</sup></b>	<b>\$ 35</b>
<b>8<sup>th</sup></b>	<b>\$ 30</b>
<b>9<sup>th</sup></b>	<b>\$ 30</b>
<b>10<sup>th</sup></b>	<b>\$ 30</b>
<b>11-24<sup>th</sup></b>	<b>\$ 25</b>