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## 2009 PURE STOCK RULES

### PLEASE READ CAREFULLY!

**NOTE:** The Pure Stock class for streetcars is designed to be fun while creating a safe atmosphere for the new and young racers and is not intended to be a high dollar car division. The top 7 cars will receive a trophy. PURE STOCK MEANS JUST THAT: ALL-ORIGINAL PARTS. NO SWITCHING PARTS.

**MANDATORY TOW HOOKS ON BOTH FRONT AND REAR MUST BE INSTALLED ON ALL CARS.**

**VERY IMPORTANT! PLEASE MAKE ALL CARS LEGAL! WE WOULD LIKE TO MAKE THE 2007 SEASON FAIR, FUN AND EQUAL FOR ALL. WE APPRECIATE YOUR COOPERATION IN THIS MATTER.**

**ALL ILLEGAL PARTS WILL BE CONFISCATED AND THEREFORE THE PROPERTY OF LVAR.**

*Each Pure Stock will be inspected for the following performance enhanced items:*

- a. **Carburetor**
- b. **Pistons**
- c. **Intake**
- d. **Heads**
- e. **Cams**

1. **ENGINES** – Chevrolet – A stock 350 cubic inch engine may replace any other Chevy V-8 Engine. Maximum overbore on Chevy .030. All other makes and models must retain stock model and type of car. Maximum cubic inch limit in any car is 360 cubic inch. No removal or alterations to casting numbers allowed on any engine part.

- a. **CRANKSHAFT** – Must be OEM stock for engine used.
  - aa. No lightening holes, O.D., trimming or any other lightening features. Oil holes may be chamfered.
  - bb. Main bearing diameter 2.448.
  - cc. Connecting rod journal diameter 2.100.
  - dd. Minimum weight 48lbs.
  - ee. All throws and counter weights must not be narrowed or knife-edged. No center cutting on counter weights. No holes through crank pins.

- b. **PISTONS** – Domed Pistons NOT ALLOWED. Flat Top pistons are allowed. As cast pistons must be Full Skirt, Matching four eyebrows and three rings in stock location. Chevrolet must use STOCK OEM CAST or CAST REPLACEMENT PISTONS.
- c. **RODS** – Stock OEM connecting rods must be used. No modifications allowed. Aftermarket rod bolts are allowed.
- d. **CYLINDER HEADS** – STOCK OEM IRON HEADS ALLOWED. No screw in rocker studs or guide plates allowed. NO VORTEC, BOW TIE, DART, BRODEX, ETC., or ALUMINUM HEADS ALLOWED. NO Angle milling allowed. No Angle Plug heads allowed. No more than 3 cc's can be flat machined or ground from gasket surface of cylinder heads. Factory cc specs will be used as guidelines. Valve stem diameter to be .343" +/- .005". Intake valve head diameter not to exceed 1.940" – Exhaust valve diameter not to exceed 1.500".
- e. **CAMSHAFT** – Hydraulic cams and lifters ONLY. No roller cams or lifters allowed. Camshaft lift may be measured at the valve rocker arm. The maximum valve lift will be as follows:

<u>ENGINE:</u>	<u>INTAKE</u>	<u>EXHAUST</u>
Chevrolet	.390	.410
Ford Windsor	.427	.465
Ford Cleveland	.461	.463
Chrysler	.429	.444
Oldsmobile	.450	.450
Pontiac	.400	.410
Buick	.402	.418

- f. **ROCKER ARMS** – Stock rockers and stock ratio must be maintained. No aftermarket or long slot rockers allowed. Chevrolet rockers must have stock triangular insignia. No guide plates. No poly locks allowed. No screw in studs.
  - g. **EXHAUST MANIFOLDS** – Stock OEM cast iron exhaust manifolds ONLY.
  - h. **INTAKE MANIFOLDS** – Stock cast iron two-barrel intake manifold for year, make and model of engine type – NO aluminum.
  - i. **IGNITION** – Stock OEM point or HEI distributors allowed. No aftermarket distributors allowed. NO MSD or ACCEL. Stock coils only.
  - j. **FUEL PUMP** – Stock OEM stamped steel bowl type pumps only.
  - k. **CARBURETORS** – Stock two-barrel carburetors only. Maximum throttle bore 1 11/16" and maximum venturi bore of 1 ¼". OEM replacement parts only. No speed parts. No race type carburetors. No boring or polishing of throttle or venturi bores allowed! No modification of throttle shaft, butterfly screws, or internal parts allowed. NO race style HOLLEY carburetor.
  - l. **OILING SYSTEM** – NO racing oil pans.
  - m. **BELL HOUSING** – Standard transmission cars must have commercially manufactured all steel blowshield.
2. **BODY** – NO Cockpitting Allowed. Passenger side and rear area of drivers compartment will not be sheeted over. All holes must be covered in firewall, floor & trunk bulkhead. NO radios or mirrors.
  3. **TRANSMISSION** – Stock for year, make and model. Cars using an automatic transmission must have stock OEM converters. Standard transmission must have stock size flywheel, clutch & pressure plate.
  4. **WHEELBASE** – Minimum 107"

5. **GAS TANK** – Must be relocated into truck of car and a metal firewall placed over back of the rear seat. Fuel tank must be located in the center of the trunk area.
6. **TIRES & WHEELS** – All 4 tires must be the same letter and number size. Street tires only, DOT racing tires are not allowed. Maximum size P225, 70 series or higher. 14 or 15" diameter OEM wheels or any 7" wide, 3" offset steel aftermarket wheel. Wheels and tires must be the same size – ½" allowance on wheel width. NO GROOVING ALLOWED. Stock tread only, No mud, snow, studded, directional or re-cap tires allowed.
7. **SEAT** – A commercially manufactured ALUMINUM racing seat is mandatory. Seat must be securely fastened to frame or cage in 6 spots – 4 on the bottom and 2 on the back of the seat. A functional padded headrest must be in line with the center of the driver's head if not using a top-racing seat. Stock location only. NO fiberglass or plastic seats allowed.
8. **WINDOW NETS** – Mandatory and must be able to open and close. No mirrors.
9. **WINDSHIELD SCREENS** – Windshield screen must be ½" square heavy-duty steel wire screening. Must be supported with two 1" vertical supports at least 1/8" thick. Duct tape sun visors only 6" wide – Visors only until sun goes down.
10. **BELTS & HARNESS** – Mandatory 3" width safety belt and shoulder harness with 2 belts going over the shoulder and of quick release type. A minimum of 1 submarine strap. All belts & harnesses must be securely fastened to frame or cage.
11. **SHOCKS** – NO RACING SHOCKS ALLOWED. Only one shock per wheel permitted and must be in stock location. No jacking bolts allowed.
12. **SPRINGS** – Coil – Any coil can be used. Leaf – Same number of leafs on both sides of car. No spring cups/spacers or jacking bolts. No cutting of frames or altering suspension parts.
13. **HELMET & FIRESUIT** – It is mandatory that all drivers wear an approved racing firesuit and racing helmet (1995 Snell approved or newer). Full-face helmet recommended. Nomex socks, underwear, hood, gloves & shoes recommended.
14. **ROLL BAR** – 4 upright bars will be mandatory with 3 side crash bars on the driver's side.
  - a. The four upright bars must be connected at the top in a square.
  - b. Have a rear support from behind the driver to the frame.
  - c. All cars will be required to have a middle windshield bar that runs from the roof bar downward to the dash bar.
  - d. Gussets on corners are required.
  - e. Padding around driver's head is required.
  - f. 1 ½" outside diameter steel pipe.
  - g. Upright bars behind the driver's seat MUST be X'ed.
  - h. Vent window bar is mandatory on left side extending from left front upper corner to top door cavity sidebars.
  - i. All tubing in the engine and trunk compartments must fit behind the stock sheetmetal and must not be visible from the outside of body. Front bars cannot extend beyond rear of radiator. 1" square tubing or 1" round tubing allowed in front of radiator used for radiator support ONLY.

15. **MUFFLERS** – ONLY stock “California Turbo” or 18” “Cherry Bomb” mufflers will be allowed. Maximum exhaust pipe diameter will be 2 ½”. Complete exhaust system must remain under the car and exit behind the doors. No modified type mufflers will be allowed.
16. **BUMPERS** – All bumpers must be standard for the make and model of the car. Bumpers must be welded to the frame support to prevent them from rolling off. Bumper ends must be plated, bolted, or welded to the fenders or quarters to prevent hooking.
17. **CONTROL ARMS** – Must remain stock OEM. Control arms may not be changed from side to side. No drop ball joints for other makes and models. “A” Frames must remain unaltered. No offset upper control arm shaft. Upper “A” Frame bolts may be replaced – for added camber.
18. **REAR ENDS** – Must be stock OEM. Stock tread width must be maintained.
19. **BATTERY** – Must be placed in the firewall where the heater core was located. The battery must be completely sealed from the driver’s compartment.
20. **DRIVE SHAFT** – Drive shaft must be painted white. All cars must have driveshaft sling no more than 6” behind front U-Joint.
21. **WEIGHT** – Minimum 3000lbs., with driver anytime. NO 2%. Track scales are official.
22. **HANDCAPPING** – After the first two (2) weeks, you will be handicapped exactly like all other classes.
23. **NUMBERS** –
  - a. Numbers can only be from 1 to 99. We will not allow 0 leading numbers or 3 digit numbers.
  - b. All numbers are issued through the Speedway OFFICE only. All numbers must have the letter P after them indicating that you are a Pure Stock. The P must be at least half (1/2) the size of the number. Call for your number BEFORE you letter your car. (518) 794-9606 or (518) 794-9965.
  - c. *If you allow another driver to race your car, you must designate a new number for the car and have it on the car for that race. You must also let the handicappers know about this change prior to warm-ups on that event (not after features have been run). If you fail to do so, points will not be awarded to either driver for that event.*

**LEBANON VALLEY SPEEDWAY MANAGEMENT WILL NOT ACCEPT A VISUAL PROTEST AFTER THE START OF THE MAIN EVENT. ALL VISUAL PROTESTS MUST BE MADE PRIOR TO THE MAIN EVENT.**

**PLEASE NOTE THAT IF IT DOESN'T SAY DO IT, DON'T DO IT!!!  
Overly Competitive Cars May Be Subject To A Weight Penalty On The Front, Rear Or A Percentage.**

**ALL ILLEGAL PARTS WILL BECOME PROPERTY OF LEBANON VALLEY AUTO RACING!**