

2022 Chateau Pure Stock rules

The sole intent is to supply a low-cost entry-level class of race cars. These cars are to be stock for year and make and model and are intended to stay that way.

Point inversion format will be used for 2022 lineups

CAR AND BODIES

American built passenger cars with minimum wheelbase of 108 inches or 110-inch unibody with sub-frame installed. Two or four doors, hardtops, El Camino, or coupes, no ragtops, truck, Camaros, or Firebirds or front wheel drive or 4-wheel drive, all glass and burnable interior items must be removed.

Car must be stripped of all Chrome moldings, all pop metal, plastic and fiberglass. Steering must remain in stock position. Remove or disable steering lock. Quick, release hub highly recommended. No steering quickner's of any kind. Quick release hood pins only on hood and trunk. No wing nuts, bolts, bungees, wires, or chains.

Interior cannot be boxed in. Must have firewall between trunk and drivers' compartment, and between motor and drivers' compartment, all holes in both firewalls must be sealed off.

STOCK FLOOR PAN must be intact. The trunk floor pan may be removed.

Wheel openings may be trimmed for the tire clearance only. Repairs for rust OK, but original body may not be cut away.

Must have bars and screen in driver's half of windshield opening. Minimum (5) bars door plate and driver's door outside if we roll cage with minimum thickness of 18 gauge. Front hoop from main cage to front of radiator allowed. Maximum (1 ½) inch outside diameter tubing, .095 wall thickness maximum. Tow hooks and or chain hoops mandatory both front and rear of car. **The tow hooks will be grounds for D.Q. if not present.** Bumpers must be anchored securely welded, chained, or bolted to body, No sharp edges. Must weigh a minimum 3200 pounds (about half the weight of an elephant) total weight, with driver after race. No gas, oil, or transmission lines or hoses may be run in the cockpit unless they are braided steel lines. All weights must be fastened with two half inch bolts grade 5 or grade eight. No ready rod allowed. No cast iron weights. No steel plates. No cement filled tubes, etcetera. Sun visors allowed with a 7-inch maximum height. Must have number on visor closest to driver side. Front and rear bumpers must be capped to the fenders as to not create a catch, bumper materials must be a minimum of four inches in height.

One 12-Volt battery only. Must be mounted between frame rails inside trunk. Battery posts must be covered with rubber protection. All batteries must be securely mounted and shielded. All cars must have battery kill switch clearly labeled on and off accessible for driver with seatbelts on.

FUEL TANKS

Original gas tank must be removed. Safely approved fuel cells are mandatory. Maximum capacity of 22 gallons allowed. Fuel cells must be mounted in a metal case and secured with a minimum of 2 1/8 inch by (2) inch metal straps. Fuel cell must be equipped with A device to prevent fuel leakage in case of vehicle upset. **Tip over valve is needed on all fuel cells.** Any fuel cell vent must extend to the bottom of fuel cell and be fastened at lowest point. No vented caps allowed. It is recommended that fuel cell caps be fastened to the fuel cells. Fuel cell must be mounted above frame rails.

HELMETS

Helmets are needed and must be always worn when cars on track. Helmets must be a minimum of SNELL 2010 rated. Helmet must not have any visible defects. Any helmet considered unsafe by track officials, will not be allowed to be used by drivers. Helmet must go with driver to scale and tech area. Helmet must have full face shield and must be in place when racing. Any item considered unsafe by tech officials will be needed the item to be corrected. Such corrections must be reviewed by tech officials before car or driver is allowed to race!

Drivers Suit

Driver's suit must be of flame retardant material is needed. If using a two-piece suit, top and bottom must be worn at the same time. Suit must be in good condition no holes, free of oil and grease, etc. Fire retardant gloves and shoes are highly recommended. Look for this RULE to be mandatory in 2023.

Race Receiver the 1600 fusion will be mandatory. You will be disqualified if not using one.

SAFETY HARNESS. BELTS, AND NETS

Safety harness must be minimum five (5) point with anti-submarine belt. Belts must be fastened to roll cage. Safety harness and belt must be a minimum of three (3) inches wide. Metal to metal buckles is needed on the shoulder harness, lap belt, and anti-submarine belts. All belts and harness must be no older than five years period all belts and harness must be made by a commercial manufacturer and intended for competition use. Window Nets are needed. Removal or defacing of date code will consider belts and harness illegal. Window net must be fastened to roll cage or door bars. Net must be securely fastened at lower edge and have release mechanism at upper front of window opening and accessible to driver while in car. Roll bar padding and neck braces are strongly recommended.

ROLL CAGE

Main cage must be a minimum of 1 1/2 OD. Mild steel tubing to be used, must have wall thickness of at least 0.095. No iron pipe or square tubing allowed. No brazing or soldering allowed. Must have a minimum of four horizontal bars in driver's door. Must be frame mounted in at least (6) six places must consist of a front and rear hoop connected by tubing on topside, above driver's head. Roll cage may extend to rear bumper.

Engine Rules:

**Our engine rule will be as follows...*

No intermarriage of engines allowed (GM for GM and Ford for Ford, etc., only). A. No aluminum or aftermarket blocks allowed. No splayed or aftermarket main caps allowed. No turning a block that wasn't produced as a 4-bolt main into a 4-bolt main block. No grinding or polishing of any kind allowed to block. The two rear oil return holes in lifter galley can have the flashing ground out of the hole only. B. All cars must be equipped with an engine with a stock stroke. No intermingling of crankshafts, rods or pistons to change stroke. Crankshaft and connecting rods must be O.E.M. to block with no lightening, grinding, knife edging or polishing of any type. No marine parts. Absolutely no strokers. Balancing is allowed. No after-market rods or crankshaft. No aftermarket harmonic balancers allowed. Stock balancers only. Balancer may be degreed but must meet measurements below. No modifications of any kind allowed. No 283, 307, or 327 balancers allowed on any engine other than a 283, 307 or small journal 327. Minimum size 283-307 and small journal 327 is 6 1/8 by 3/4 inch thick. 305, 350 and large journal 327 minimum size is 6 3/4 by 1- 3/16 inch thick. No fluid balancers. No hubs only – balancer must be two pieces. Floating wrist pins allowed. C. The maximum engine over bore permitted will be .040 on the 360 Chrysler engine. On Chevrolet, Ford and 340 Chrysler, the maximum over bore permitted will be .060. Stock type flat top or dished pistons only. Pistons must be below deck on all engines. 1. Chevrolet engines will be permitted a maximum displacement of 360.4 C.I.D. 2. Ford engines will be permitted a maximum displacement of 362 C.I.D. 3. 360 Chrysler engine will be permitted a maximum displacement of 367 C.I.D. Engine compressions limit 9.5 to 1. D. Distributors. Stock O.E.M. distributors only. Billet distributors allowed. No multiple spark-boxes. Modules must be stock appearing. No magnetos or dual-point distributors allowed. Any coil used must fit in stock cap and must use stock coil cover. GM H.E.I. Distributor can be interchanged with Ford and Mopar engines. E. Stock cast iron two- or four-barrel intake manifolds only. No aftermarket, marine, propane, throttle body or fuel injected manifolds. No raised plenum truck manifolds. Absolutely no reworked intake manifolds. No coating, painting, grinding, port matching, polishing or acid porting work in the inside of the intake manifold. Center intake bolt holes may be drilled to match 1987-1995 Chevrolet heads. F. Cylinder heads O.E.M. only; no angle milling allowed. 1. No angle plug, vortex or camelback heads or comparable camelback heads allowed on Chevrolet. Some of the casting numbers not allowed include: 186, 187, 414, 492, 461, 461x, 462, 432, 041, 040, 370, 10239906, 14011083, 14096217, 10125320, 10208890, and 12554290. Also, no A.R.D. heads, no GT40 or magnum heads allowed. 2. No Bowtie, SVO, W2 or any other aftermarket heads allowed at any time. 3. No porting, polishing, grinding or port matching allowed at any time. Valve seats may be ground no further than 1/4 -inch below top of the seat.

4. Valve size must match head being used. No 2.02 intake valves on Chevrolet or Chrysler. No 1.6 exhaust valves. 5. Stock ratio rockers only; no fulcrum roller or roller-tipped rockers allowed. No stud girdles allowed. Guide plates allowed. Stamped steel rockers only. No modifications of any kind allowed on rockers except oil hole may be deburred. Valley pans allowed. 6. Valve springs must be the stock diameter for the cylinder head being used. No beehive-conical type valve springs allowed. 7. Engine must have stock rubber mounts or steel mounts and must be in stock location for the type of engine being used. Must be eight (8) cylinders. 8. No titanium parts of any kind allowed. G. Camshafts 1. Hydraulic camshafts and lifters only. No roller cams or roller lifters allowed. No mushroom or step lifters allowed. No machining allowed to install cam or lifters. Must be able to remove lifter from top of lifter galley at

any time. Bushing of lifter bores is not allowed. Lifters must be steel or iron and must be free to rotate. Largest valve lift is .465 inch. Valve lift will be checked on the push rod side, multiplied by 1.5. (Stock rocker ratio allowed) Stock push rod lengths mandatory for engine. 2. Any timing chain allowed. No gear drives allowed. Valve timing configuration and firing order must match engine used. Example: Chevy 18436572. H. Stock cast iron exhaust manifolds only. No center-dump manifolds or LT1 manifolds allowed on Chevrolet. No manifold with a cold inside diameter of 2.25 inches allowed. Casting numbers also not allowed are 10168496, 10168494, 10168495, 10108700, 10168544 and 12524289. Stock replacement exhaust manifolds allowed for cast iron stock manifolds currently allowed by rules. No other after-market or reworked manifolds allowed. No headers allowed. Largest 2.5-inch O.D. exhaust pipes allowed. I. One (1) radiator only: Must be in stock location. Aluminum radiator allowed. Radiator core support may be removed. J. No crank trigger ignitions allowed. K. No vacuum pump/air pump allowed. L. External cooling lines maximum of 2 lines from the back of the intake to enter thermostat housing or spacer. No other external cooling lines allowed. M. All engines are allowed to run a valve train oil deflector. N. No Coating, painting or any other work to inside of intake manifolds, heads and block lifter galley allowed. O. Lifters must collapse a minimum of 100 thousand and be made of magnetic material. P. No external oil pumps of any kind allowed. Q. Starter must be in stock location. R. Main cap girdle not allowed. Crank scraper not allowed.

Suspension

Springs must be in the stock location and position; stock spring hangers only. Any 4-1/2-inch minimum diameter spring allowed front and rear. Springs must be same diameter top to bottom. No progressive or welded springs are allowed. No spring rubbers are allowed. Spring wire diameter and coil spread must remain consistent from one end to the other; last coil on each end must be closed and shaved off to create flat surfaces for mounting. Front springs must be shaved closed on top end and closed on another end. Front coil springs must be 9.5" free height with 0.5" tolerance. Rear coil springs must be 11"-16" free height with 0.5" tolerance. Rear springs must be cable tied in. Conventional spring mounting devices only; no widgets, trick or spring-altering mounting devices will be allowed. No internal or external bump stops allowed. No limiting devices are allowed on front suspension components, including but not limited in relation to shocks, springs, upper or lower A-frames (except where specific class rules allow specific alterations). No shims allowed. Front spring cups may be removable but must be steel. Must not be adjustable. No weight jacks allowed. No added traction devices allowed. Stock rubber bushings only used in control arms

Brakes:

No adjustable proportioning valve. Operable and effective 4-wheel brakes mandatory always. All brake components must be stuck. No 3-wheel or brake shut off. No disc brakes on rear of car. Dual chamber original equipment manufactured master cylinder mandatory.

WHEELS AND TIRES

Eight (8) inch largest rim, steel white spoke wheel or Wissota/IMCA approved racing wheel mandatory on passenger side, optional on left side of car. All wheels must use over size steel lug nuts of 1- inch. Bead Loc allowed on right rear only!! No Screws or wheel spacer allowed!!

STREET LEGAL TIRE SPECS

Tires must be 15-inch tire. Maximum 235/ 70/R15, minimum 215 / 70 / 15 DOT. All season radial rated highway tire, winter/ weather tires not allowed. No 1" offset wheels allowed. CHATEAUSPEEDWAY wants to see standard all season radials. Track reserves the right to consider any other aggressive tire illegal. Any tire marked with severe weather emblem will be considered illegal. No removing of markings on tires period street legal Hoosier tires are legal maximum 8 inches with tires. Grooving and sipping not allowed.

RACING TIRE SPEC'S

Tires original tread must match on all four corners. Maybe grooved and sipped. There will not be any defacing or altering of manufacturer identification marks or numbers on the tire Max tread width is 8 inches.

CARB

Stock Holley 4412 2 - barrel 500 C F M only. NO milling, cutting or grinding on carburetor. Air horn must be intact. Stock 2- or 4-barrel intake only. Carburetor adapter maybe aluminum non tapered non-adjustable 1 1/4 Max thickness gasket and adapter. No electrical fuel pumps. Stock fuel pumps only. Must use two throttle return springs. There is a carburetor claim of \$50 plus exchange no E 85 fuel.

Transmission and Differential

Stock automatic transmissions only. No (2) speed transmissions. No lockup or stall converter. A minimum of (12) inch diameter functional torque converter. Extra cooling for transmission under hood or in the trunk only. Welded gears are allowed, mini spools are highly recommended. No limited slip type rear ends allowed. Gold tracker, Detroit locker, etc. Gear limited to 356. Drive shaft loop mandatory. Drive shaft hoop is to be mounted no closer than five inches from the center of front U joint and no farther back than 9 inches. Highly recommended aftermarket right rear axle. No lightened and or scalp gears. Must use a mini spool if not welded up stock center. (No fulll spools allowed). Must have drum style brakes.

All cars must be neatly painted, lettered, and numbered. All cars must be painted on contrasting color on both sides with no profanity or obscene gestures. Large numbers on the roof and on each side of the car doors are needed (4) inches thick and (18) inches high. Numbers may consist of one or two but not more than three digits if added letter is used it must be at least the size of the numbers (2) inches thick (9) inches high. Car number must be in upper right hand of windshield and rear of car (6) inches by (6) inches in size numbers must be in solid colors only.

CHATEAU SPEEDWAY PURE STOCK PROTEST:

All race cars competing in future event are eligible to protest and are subject to being protested. Verbal intent to protest plus the fee of \$250 for top and \$250 for bottom, from protesting driver to head tech inspector prior to started the feature race. Cross tested driver will be notified following feature race. Protest procedure will be followed, same as with soda street stock procedure. If car is found legal \$200

to legal driver if illegal \$200 will be returned to protesting driver and the illegal driver will be fined up to \$500 for an illegal engine, **lose all points to date and will be suspended from racing at Chateau Speedway for 14 days (about 2 weeks).**

CONDUCT

No unsportsmanlike display of temper at any time. There will be up to a \$500 fine imposed on any driver if the driver or crew members are directly involved with any fighting or misconduct at any Chateau Speedway event. Driver will be held responsible for pit crew members car owners and sponsors. Based on the offense, driver will lose money for the night and could lose points to date and could receive a suspension from Chateau Speedway. A second offence will suspend the driver and car for one calendar year from Chateau Speedway. **No intoxicating beverages are to be consumed by anyone in the pits until after all classes of racing are completed. Violation will result in disqualification and fine of \$500.**