

CAMDEN SPEEDWAY PURE STREET | 2017

ALL GENERAL RULES APPLY TO THIS CLASS: **2017 CHANGES IN YELLOW**

Raceceivers are mandatory!!

THE INTENT of this class and RULES are to keep the cost of PURE STREET CLASS down.
Pure means stock, Stock means OEM.

Weight: If utilizing **OEM Engine**, weight **minimum of three-thousand four-hundred (3400) pounds.**

ENGINE SPECIFICATIONS: Must be no larger than a Chevy 350, Ford 351, or a Dodge 360. Maximum cubic in is 362 – Mopar – 365 cubic inch. OEM cast iron block or crate. Engine and body must be of same manufacture such as Ford to Ford, GM to GM, etc. Stock production cast iron engine and heads only.

OEM cast iron: COMPRESSION NOT TO EXCEED 155 LBS. AND 20 INCHES OF VACUUM AT 1000 R.P.M

362 cubic inches max. NO 400's.

Max cylinder bore allowed is 4.060".

No stroking or destroking allowed. Stroke must be GM 3.480, Ford 3.500.

Stock 5.7 factory production rod.

Cast Pistons only, may be Hypereutectic- stock replacements, 4 eyebrows no forged.

Pistons must stay flush with or below top of the block.

Factory production heads only, no dart, boetie, aluminum or vortex heads allowed. No Double Hump

No angle plugs or performance heads.

Max valve 1.94

Poly locks permitted.

No polishing, porting or match porting anywhere.

No milling inside chambers, each chamber must have a 62 cc minimum volume.

OEM Manifolds, HEADERS optional. No Tri-y, 180's, Max exhaust pipes OD 2 1/2.

Any hydraulic cam with a maximum of .425" valve lift and stock style lifters.

No High vacuum, solid or roller lifters are allowed. No roller Cam's.

Balancing of engine is permitted.

Screw in studs or pinned studs allowed, guide plates allowed.

Stock style rocker arms only; no roller or roller tips.

Factory forged cast-iron or steel crankshaft with OEM factory casting numbers.

No knifing. 50 lb. minimum weight.

Ignition must be factory type 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, Accel, Mallory, etc. ignition components except spark plug wires. May hook a RPM limiter.

Engine set back no further than No. 1 plug in line with ball joint.

May run stock oil pan, racing oil pan is optional

Any type breather and valve covers are allowed

BODY: Any 1960 or newer American made sedan with a stock firewall and floor pan and frame.

Wheelbase 101 inches minimum.

Frame connectors for unibody cars allowed.

A stock spoiler will be allowed if the car claimed originally came with a spoiler.

Crossbars are allowed under the floor pan. All other bars are optional.

Stock appearing production body for the make of car.

Stock front and rear stock bumpers. Plastic nose is permitted. No wedge nose.

Fiberglass hoods allowed.

No side nerf bars allowed.

Minimum cutting for the tire clearance is allowed, NO HULLING. No cockpit enclosure allowed.

Steering column, may be replaced with straight steering column or steering shaft. NO steering quickener.

Quick disconnect steering wheels allowed.

ADJUSTMENTS, ADDITIONS OR DELETIONS to the rules will be at the discretion of the Camden Speedway officials. In the event that a dispute between driver(s) and track officials or other(s) exists, the decision of the track officials will be final. All cars must follow the General Rules. *If it is not covered in the rules, it will be determined by the track officials & their decision will be final* Last Change DATE Dec 1, 2016

CARBURETOR:

- Racing fuel or gasoline. No alcohol or E-85.
- Intake, Cast Iron Stock type only. No bowtie, marine, high rise or porting and polishing.
- 2 barrel *500 CFM. Must pass track inspection. (Measured with go/no-go gauge).
- The bottom of the carburetor throttle bore maximum can be no larger than (1 11/16) inch diameter.
- With max stock venturi (1 3/8) inch.
- Max 1 inch adapter plate OR spacer under carburetor allowed.
- Removal of. Choke rod, plate and linkage allowed, Choke tower (air horn) must remain intact.
- Manual fuel pumps only.

SUSPENSION:

- All suspension must remain in stock location.
 - After market steel spring allowed.
 - After market shock allowed, steel only, no hemi jointed shocks.
- Stock rear ends may be locked. 9" Ford rear ends allowed in any car make for safety.
- No Floater rear ends allowed
- Drive shafts steel only – painted white with strap.
- 4 wheel working brakes.
- Rear disc brakes ok, rotors and hats must be steel.
- **After market pedals will be allowed.**
- No wedge blocks. No adjustable bars. No weight jacks.
- No traction control devices.

TRANSMISSION:

- Stock/OEM Manual or automatic with working torque converter.
- **Minimum 10.5** inch clutch.
- Flywheel must be steel and **weigh a minimum of 20 lbs.**
- No aftermarket transmissions.

TIRES:

- D.O.T. max 275/60, or Hoosier 500 (36103,36105,36107), IMCA G 60-15 or American Racer KK704.
- 8" steel wheels max.
- Bead lock allowed.
- 1" lug nuts required.
- REAR Tires must punch – 50 anytime.
- Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals which alter the manufacturer's baseline-settings of the tire is not allowed.
- Grooving and/or siping is permitted.
- All sidewall markings must remain visible at all times. Buffing or removing of the compound designations is not allowed.

TRACK MANAGEMENT HAS FINAL SAY IN ANY SITUATION.

PURE MEANS STOCK, IF IT DOES NOT SAY IT YOU CAN'T RUN IT

****NOTE ALL ENGINES ARE REQUIRED TO HAVE AN ACCESSIBLE MANIFOLD VACUUM PORT AND A TACHOMETER WIRE CONNECTIONT. IF NOT BE DISQUALIFIED.**

ANYTHING NOT SPECIFIED MUST BE OEM STOCK AND IN STOCK LOCATION.

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