



2018 Four Cylinder PURE STOCK

DIVISION RULES & PAYOFF SHEET

2018 REVISIONS CHANGES ARE UNDERLINED
IN **RED**
REVISED 2/13/18

2018 FOUR (4) CYLINDER PURE STOCK PAYOFF

(Must Qualify and take the Green in the Feature to be in our car count).

No. of Cars	10 to 13 Cars		14 Cars or More
1st	\$75.00		\$125.00
2nd	\$50.00		\$75.00
3rd	\$40.00		\$50.00
4th	\$35.00		\$45.00
5th	\$30.00		\$40.00
6th	\$30.00		\$40.00
7th	\$30.00		\$40.00
8th	\$30.00		\$40.00
9th	\$30.00		\$40.00
10th	\$30.00		\$30.00
11th	\$30.00		\$30.00
12th	\$30.00		\$30.00
13th	\$30.00		\$30.00
14th	\$30.00		\$30.00
15th	\$30.00		\$30.00
16th	\$30.00		\$30.00
17th	\$30.00		\$30.00
18th	\$30.00		\$30.00
19th	\$30.00		\$30.00
20th	\$30.00		\$30.00
21st	\$30.00		\$30.00
22nd	\$30.00		\$30.00
TOTAL PAY OUT	\$740.00		\$885.00

2018 Four (4) Cylinder PURE STOCK DIVISION

NASCAR license will be required for any competition during a NASCAR weekly racing series sanctioned race meet. The fee will be held from the payoff.

Scanners/radio communications from the race tower to the race car is mandatory. Penalty - car will be placed last in your heat or feature for not having a radio.

Transponders are required for ALL practices, heats and features. Rentals are available from the handicapper's shack.

1. ELIGIBLE VEHICLES:

Lee Tech Staff may allow some configurations that don't totally conform to these rules. This will only be done on a temporary basis to allow the division to grow and build in car count. This will not be done to alter the division as an affordable means of racing and any car with a non-conformances will be required to have weight added to their car

Eligible vehicle includes front wheel drive 4 cylinder Automatic or standard models that are **10 years and older**. We will NOT allow the "high performance" configurations.

No convertibles, Pickup trucks or SUVs of any kind may compete. No special high-performance cars or four wheel drives. **No car will be able to compete that will threaten the viability of less expensive and readily available model's sedans.** This Division will be all about driver performance and plenty of luck and not about the superiority of any particular car. It's all about having **FUN** and entertaining the spectators.

Eligible cars should be constructed from running vehicles in relatively good condition. **Engines and all other drive train components must remain stock as manufactured. No interchanging of components allowed. No performance enhancements of any kind will be permitted.**

2. FINAL WORD ON RULES:

If it's not in the rules and provisions listed herein, **DON'T DO IT**. In short, if it doesn't say you can do it, and then **DON'T DO IT**. If anyone is caught doing something to enhance the performance of a car you will be disqualified from the race.

This series is being created for the people who want to give racing a try. For the person that used to race and found it too costly to keep up with the big money teams and more importantly for those that want to have fun and not have it cost a fortune to race.

3. Car configuration

A. Car must have a full width dash, may use stock dash.

B. Car must use column mounted key switch. **You must have a safety kill switch on the left side of dashboard (Negative side of battery).**

C. Car must have factory column and steering.

A removable quick release steering wheel is highly recommended.

D. All doors must be welded shut.

E. All outside trim must be removed; Door handle holes must be covered with sheet metal.

F. All glass must be removed – headlights and taillights, reflectors, including all windows, regulators and door locks. Front windshield may remain stock or replaced with Lexan. No rear or side windows without tech approval.

G. All exterior holes must be patched; headlights, taillights openings etc.

H. All air bag sensors and air bags must be disarmed for safety purpose.

I. All cars must have a VIN number.

J. All of the interior/trim panels must be removed; this doesn't allow removal of the metal inner panels; the only exception would be the removal for cage door bars. Firewall between passenger and trunk area must be covered with metal. If inner metal panels are removed for other than door cage bars a weight penalty will/could be added up to 25lbs. A higher weight penalty if necessary may/could be added if tech determines that an **extreme** amount of material was removed for lightening proposes and not just for cage construction.

K. Drivers side metal interior door panel may be removed for cage purposes only.

L. No cutting of exterior sheet metal: fenders, bumpers, trunk, etc. Only the front hood inner panel may be removed.

4. WHEELBASE:

A. Cars must maintain a stock wheelbase for the model used.

5. DRIVE TRAINS:

A. Car must be front wheel drive, No all wheel drives. No rear wheel drives.

B. No differential gear changes allowed. No locked differentials allowed.

C. No performance computer chips allowed.

Engines and all other drive train components MUST remain stock as manufactured. No interchanging of components allowed. No performance enhancements of any kind will be allowed.

6. ENGINE:

A. Must be 4-cylinder, fuel-injected motor models, stock for year and make and model of car being used (Completely Stock). Engine size and Transmission must be car for car (will be checked by VIN code). No Turbo or Super Charges allowed.

B. Engine will only have water in radiator. Engines will be free of oil leaks and fluid leaks.

7. EXHAUST SYSTEM:

- A. Stock headers or high-performance exhaust manifold may be used, ONLY if the car came shipped from the factory with that equipment. Stock exhaust pipe should extend from the manifold to the flange of the catalytic converter.
- B. The catalytic converter needs to be removed.
- C. Cars must have mufflers glass packs and cherry bombs are allowed. No side exhausts. Exhaust must dump under car at 90 degrees toward the track surface. Muffler and pipes must be firmly attached to the bottom of the car.

8. TRANSMISSION:

- A. Should be an automatic, standard transmissions are allowed but may require additional weight to be added to the car. Lee Tech Staff will consider these on a case by case basis and will add a weight penalty only if necessary.
- B. **NO** traction control devices, stock or aftermarket.

9. WEIGHT:

- A. 50lbs of right side weight will be required after 2 feature wins; weights must be mounted under the passenger floorboards, lined up with the driver seat or mounted further ahead towards the passenger side front firewall. Each additional feature win/wins after your 2nd win will require you to add an additional 25lbs of weight under the passenger floorboards, this will be up towards the front firewall. Weight box may be welded to the right side of the cage. Only weight allowed is penalty weight and must be on the right side of the car only. All cars will be weighed at the beginning of racing season to establish a base weight (example a car with a 1350 right side weight must weigh 1400 after 2 feature wins) and may/will be weighed after Heats/Features. Weights may be adjusted at any time to equal competition.

10. ROLL CAGE:

- A. All cars must have a four-point roll cage constructed of 1 $\frac{3}{4}$ " outside diameter X .095 wall steel tubing. The roll cage shall consist of 4 vertical upright bars connected at the top on all sides and shall be adequately cross braced. The base of the upright members shall be solidly welded to the frame of the car. Four curved door bars on the left side and three curved or straight door bars on the right side are mandatory. The roll cage members must closely conform to window/door/roof contour and not be readily apparent when car is viewed from the side. Offset cages are not allowed.
- B. Forward bars attached to the main cage are not allowed, but minor front bracing for protection of the radiator is allowed, must pass Lee Tech Staff inspection.
- C. The roll cage must not alter the geometry of the vehicle.
- D. Rear roll cage bars are allowed for added/crash protection. Only one side cage bar per side). Rear bars should/must be mounted from back of cage to rear trunk area only. Rear bars **cannot** directly connect to the upper/top part of the rear strut itself (suspension). You may connect a rear center cage bar from side to side of the inner side tub/strut box (recommend). Also the side to side cage bar may be connected to the top of the cage bar that goes into the trunk area.

11. Battery

Battery may remain in the stock location or relocated behind the driver's seat. No Battery's in the trunk area. **must be in a battery box** acceptable to Lee Tech Staff. Battery must be free from any fluid leaks

12. RACING SEAT/ DRIVER'S HARNESS:

A. Padded racing type driver's seat is required. Seat must be bolted to brackets and firmly welded to the roll bar assembly. All bars within the driver's reach must be padded with approved roll bar padding. Cars must have an SFI approved racing harness properly attached to the roll cage bars. Must have a minimum Five Point Harness and be less than 5 years from date of manufacturer.

13. BRAKES:

A. Car must have brakes on all four (4) wheels and be operational.

B. All ABS systems must be disarmed.

C. All brakes must remain stock for year and make of car.

14. SUSPENSION:

A. All suspension components must remain stock as manufactured with the exception of adding camber adjustments on the left front and right front suspension only. This is to help prevent outside/inside tire edge wear and for aiding in car handling. A maximum of 2 ½ inches of negative camber is allowed on the right front wheel, left front wheel is allowed 1-inch maximum positive camber. No cutting or changing springs. Right front and left front upper strut mounts may be slotted for camber adjustments only. Rear camber is allowed **but must not be more than a ¼ inch positive camber on the left rear and ¼ inch negative camber on the right rear.**

B. All springs must be stock as manufactured, No changing, cutting or lowering of springs allowed must be stock (OEM). Spring must be the same diameter on the left and right side (same spring gauge). Shocks and struts must be stock or stock replacement type and mounted in stock location. If you replace any part you must have the sales slip with you if asked by track official. No altered or high-performance components allowed. No weight jacking devices to increase or decrease spring rate, but you will be allowed the use of one rubber spring spacer, maximum 1 spring rubber spacer per wheel. **Spacer length cannot exceed more the one coil wound (circumference).** Or you may use the taller spacers, these are roughly ¾ inch wide by 2 inches tall, you can use up to 3 of these as long as it's only used in one coil spring wound (circumference).

C. Stock Bump stops on struts must 3 inches of travel before the bump stop hits the strut

15. FUEL TANK:

A. Racing fuel cell is permitted and highly recommended but is not mandatory. Fuel cells may not be more than 15 gallons in capacity. Fuel cell must be securely fastened with minimum of two 2" x 1/8 metal straps inside in the trunk. No cutting of trunk floorboard when installing a fuel cell. A sheet metal firewall must separate the trunk from the driver's compartment. **Relocated fuel cells must be in the center of the car**

16. FUEL INCENTIVE PROGRAM:

A. The speedway welcomes New England Racing Fuels & Sunoco. We endorse New England Racing Fuels as part of our sponsorship program, where you, the racer can reap the benefits. You must be a customer and purchase fuel at the speedway; you then will become part of their "Fuel Incentive Program" and have a chance to be rewarded at the season year end banquet. We want to welcome John Holland and New England Racing Fuels to our family of sponsors to where you can be the beneficiary.

17. FUEL:

A. It is not mandatory to purchase all Sunoco Fuel from New England Racing Fuels at the Speedway. Petroleum based automotive gasoline is the only fuel allowed. No alcohol, No methanol, No nitrous oxide or any other fuel additive may be used. See Fuel Incentive Program above 15 (A).

18. TIRES AND WHEELS:

A. **No Racing Tires allowed. No Hoosier, American Racers etc.**

B. Tires must be a DOT approved tire up to a 205 series (Width of tire) with a 60 to 85 side wall (no lower profile than 60 side wall will be allowed). If your car came **Stock** from the **Factory** with a lower than 60 series tires you may run a minimum 55 series tire, **only** if the car came with that size tire. This will be checked and enforced.

C. 13 thru 16 inch rim sizes are allowed.

D. Tires may be different sizes from front to back to manipulate gearing, **but** tires must be same size on the left side to the right side. No running larger tires on one side and smaller tires on the other side to increase stagger.

E. Tread wear must not be any lower than 160, 160 covers all current and formerly produced regular DOT tires. **Anything** less than 160 is considered "ultra-high performance" and is not allowed.

F. Rims must be stock appearing with stock offsets only. Swapping rims is ok as in VW rims on a Honda, Saturn rims on Toyota etc. **No aftermarket or Racing Rims allowed.**

Tires and wheels must conform to all of the listed parameters above. Not following the tire and wheel rules listed above will result in a disqualification at post race inspection.

19. SAFETY EQUIPMENT:

- A. An aluminum racing seat is required.
- B. SFI Five Point Drivers Harness must be less than five years from manufactured date.
- C. Only Snell approved full face Helmets are allowed. It is highly recommend the use of a Snell SA2005 or newer full face helmet.
- D. SFI Window net is required.
- E. SFI Fire suit required and must be in good condition, no holes, grease etc.
- F. SFI Racing Gloves required.
- G. SFI Racing Shoes are highly recommended. Proper foot wear is required (Non-SFI sneakers will not be allowed).
- H. Head and Neck restraints are highly recommended and should be used.

20. TRANSPONDER:

A. Transponders are mandatory in all divisions. Pure Stock division transponder must be located 35 inches back from the front bumper.

B. All cars must be equipped with a transponder and be in operation at all times; during practice, heats and features.

C. AMB Transponders can be purchased by calling 678-816-4000 or go to website: www.Amb-it.com.

20. NASCAR LICENSE:

A. A NASCAR License is required for ALL drivers in our weekly NASCAR Whelen All-American Series which includes the Small Block Super Modifieds, Late Model Sportsman, Street Stock and the Ironman Divisions. It is highly recommended for all pit crew members entering the pit area to hold a current NASCAR License, so you too can acquire additional insurance coverage. Only License holders will receive a discount on pit tickets.

B. Any driver under the age of 18 must complete the necessary releases (NASCAR License Form & Addendum "A" Form which needs to be signed by a parent or legal guardian in order to get a NASCAR license.)

C. Learners Permit License - (Tan Form): Drivers between the ages of 14 & 15 years old in the Late Model Sportsman, Street Stock and Ironman Divisions only can get a Learners Permit License. A driver applying for a Learners Permit License must also have an Addendum "A" Form signed by a parent or legal guardian in order to get a NASCAR license.

D. Any participation in any NASCAR Sanction Event will require a minimum of a Temp License.

21. POINTS:

A. You will be running for Championship points. Points will be awarded and handicapped along with all the other divisions. See points system in the General Rules.

B. This division is intended to draw entry-level fans into the sport. It is designed for those with little racing expertise and money to participate in the sport in a big way. However, it is also intended to put on the best possible show for the fans, requiring a certain amount of professionalism in race preparation and attitude on the track. Competitors are urged to race hard to win, not to merely crash and cause havoc. In this class, the playing field is leveled in a way that virtually all have a significant chance to win.

C. Everything about the vehicle must remain stock for the year, make and model of vehicle being used. Except for what is permitted or required in this guidebook, vehicles must remain completely stock in appearance, configuration, set-up, and running gear including motors, transmission. Any variances from this guidebook will/may result in the disallowance of competition until the variance is corrected, this will be at the discretion of LEE Tech Staff.

22. RESPONSIBILITY:

IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE GENERAL RULES OF LEE USA SPEEDWAY AND THE CURRENT RULES PERTAINING TO THE DIVISION IN WHICH HE/SHE CHOOSES TO PARTICIPATE.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have obtained, read and understood a copy of the current rules, and complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They 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, or official.

Rules may be adjusted to meet the needs to equal the playing field without notice.

REVISED ON: **5/23/2018**

***ALL RULE CHANGES MUST BE APPROVED BY THE LEE USA SPEEDWAY TECH COMMITTEE WHICH IS:**

Jeff Zuidema, Race Director/Director of Competition, 508-769-2890 budmen2@charter.net

Scott Miller, Super Lead, 603-477-4988 (after 5 pm) scottmiller4412@yahoo.com

Dave Tibbetts, LMS & SS Lead, 603-397-5648

Dennis Soars, IM & PS Lead, 978-452-4895, techmandennis@aol.com

Joe Bassett, General Manager, 978-580-7962, joebassett@leeusaspeedway.com

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