

PUTNAM V-8 REAL STOCK

This is a protest Division No Radios | Receivers are mandatory!

SAFETY

General Safety Rules

1. The Putnam Raceway Inc. officials may inspect any car and equipment at any time for compliance.
2. RaceCeiver one way radios are required at every sanctioned event. Failure to have a RaceCeiver(or equivalent one way device) could result in disqualification.
3. NO two-way radios, cell phones, or other communication devices will be allowed. RaceCeiver only communication device permitted. Drivers caught with any other communication devices will be disqualified for that event.
4. No in-car lap timers, track issued transponders only!
5. No mirrors are allowed at any location on the car!
6. All cars must have an extensive safety inspection each season before they race.
7. All required safety equipment and apparel must be in use while the car is on the track.
8. Each competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.
9. Different safety regulations may be in place depending on the local and/or state government rules and/or laws and/or regulations in the specific location of the racetrack. Helmet and seatbelt dates and/or specified equipment requirements, worn, utilized and/or otherwise may be different than specified in the rulebook. Contact your local track officials for more information regarding this.
10. All participants are solely responsible to meet the requirements in the specific division.
11. NO exceptions. Roll bar padding must be installed around driver.
12. All cars must have a fire extinguisher minimum 2 lbs. with a working and visible gauge securely mounted within easy reach of the driver. 5lb minimum automatic fire suppression system highly recommended.
13. All cars must have a kill switch within easy reach of the driver, and clearly marked "Off" and "On".
14. All cars must have a quality fuel cell with roll over valve (check valve) in fuel cell vent.
15. If it's not stated in the rules it doesn't mean it's approved. Please consult with tech official for approval. All tech decisions are final. The track reserves the right to add weight to any driver in the fairness of competition. You need to understand all safety requirements.
16. Track Management as well as the Tech official reserves the right to disqualify any car and/or driver that does not comply with all safety requirements. Competition will not and cannot come before safety. Keep it inexpensive, easy and fun. The general rules apply to drivers eligible for this division.

Protective Clothing

1. NO EXCEPTIONS! Fire suit, fire shoes, and fire gloves required. Neck brace is recommended.
2. All drivers will be required to wear a fire-resistant driving uniform meeting minimum of the SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label on the outside of the uniform. Damaged uniforms will not be allowed.
3. Drivers must wear gloves at all times they are on track. Driver's gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.
4. Drivers must wear shoes that meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

Helmets

1. All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2010, FIA 8860- 2018, Snell SA 2015, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label.

Seats & Belts

1. 5-point safety harness must be mounted securely to the cage.
2. A full containment type constructed of aluminum or approved carbon fiber seats is Highly Recommended
3. Seats must be used as supplied and installed following instructions provided by the seat manufacturer. Seat Belt and Restraint System. Each car must be equipped with minimum of an SFI 16.1 or SFI 16.5 approved restraint system. Restraint system will be eligible for use in competition until the expiration date or for 2 years from the date of manufacture. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions.
4. In any type of manufacturer's installation, the fasteners must be as supplied by the manufacturer.
5. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.

Head and Neck Restraints

1. A head and neck restraint SFI 38.1 approved is highly recommended. (50lb weight break)

Weights

1. All lead ballast must be painted white with the car number and secured with two ½" bolts no matter the weight. Will be inspected.
2. If weight falls off of your car on the track at any time you are immediately disqualified from the event. All cars must have front and rear hook ups for towing.

SAFETY: SPECIAL TO V-8 REAL STOCK

1. Complete 10lb automatic fire suppression system is highly recommended.
2. Driver's windshield must be removed and have a minimum of 3 bars (wire mesh optional).
3. Drive shaft loop will be a 5" diameter steel loop. 1" wide and ¼" thick. It must be securely mounted to the frame 12" from the front universal.

4. Battery must be relocated to driver's compartment, must be in a marine type sealed battery box and properly secured. Gel batteries allowed and highly recommended. Battery disconnect switch must be accessible to driver, track safety crew and track officials. Must be marked for ON/OFF.
5. A minimum four-point roll cage is required. Must be steel tubing, a minimum of 1 ½" (1.50") outside diameter with minimum of 0.095" wall thickness. No square tubing or galvanized pipe allowed. All rear and front roll cage tubes must sit on original frame. Front and rear down bars allowed. Minimum of 4 bars on driver's side. 3 bars on passenger side. No exceptions.
6. It is required to have a .125" Steel plate covering driver's door bars. May bolt or weld on.
7. Window nets are required on the driver's side of the car and must be securely mounted. Window net must be operational from inside and outside of the car. Window net must be a minimum of 18"x18".
8. May run quick disconnect steering wheel adapters mounted on the stock shaft-Highly recommended.

CAR

1. Any 1970 or newer American made 2 or 4 door sedan
2. **No high performance options! (NO SS, NO FIREBIRD, GT MODELS, ETC.)**
3. The minimum wheelbase allowed is 101" (1" tolerance), centerline of front wheels to centerline of rear wheels.
4. Ride height 6", if frame repairs are needed get with tech inspector.
5. No subcompact cars. No foreign convertibles, four-wheel drive or front wheel drive cars allowed.

WEIGHT

1. 3300 lbs. with original driver after completion. No burn off unless notified.

BODY

1. Completely stock for year, make, and model.
2. Car body must be strictly stock. No modifications or alterations of any kind unless outlined below.
3. Stock body panels or self-made stock appearing body panels aluminum or steel only that are as close to stock appearing as possible with no sharp edges or protrusions. May be replaced with .035 (20 gauge) magnetic steel or .040 aluminum minimum. Stock OEM body parts are allowed, may be stock replacement aftermarket. If it looks like a Street Stock you will be required to run with the Street Stocks! STOCK APPEARING!
4. Doors may be gutted for roll bars.
5. Removal of interior parts which can be removed with hand tools only. No cutting of any panels allowed. Any interior part that is flammable must be removed.
6. All exterior trim must be removed.
7. Hood must have hood pins in the front and either pins or factory hinges on rear. No holes in the hood except what is permitted for hood pins. Hood must close in stock location and retain original configuration.

8. Trunk lid must have hinges and pins.
9. Inner skin of hood and trunk lid may be gutted.
10. Floor of trunk area may be removed for fuel cell installation only.
11. Inner front fender panels may be removed. Must retain rear wheel wells.
12. Stock factory brake pedal must be mounted in original factory stock location.
13. Window channel on the front doors may be removed. All other window posts must remain as placed by manufacturer in original location.
14. All glass and plastic must be removed. No side windows of any kind.
15. Plastic nose pieces okay.
16. Factory spoilers and side skirts only. No homemade or aftermarket.
17. Bumpers may be steel tubing with no sharp edges, corners must be rounded.
18. Steel tubing may be used to brace or protect radiator. One hoop bar over radiator attached to frame horns may be used. It may be braced with bars angled to frame horns.
19. Driver's windshield must be removed and have a minimum of 3 bars (wire mesh optional).
20. All sheet metal, roof height, firewalls, floor pans, and body mounts must remain in stock location and dimensions.
21. Any car not conforming to track rules will have weight added and the amount will be determined by tech officials prior to racing.
22. If it looks like a Street Stock you will be required to run with the Street Stocks! STOCK APPEARING!
23. Track will determine if you need to add metal back to gutted areas of the car!

CHASSIS AND SUSPENSION

1. All chassis, suspension, and steering components must be stock for year, make, and model unless otherwise noted. Quick release steering wheel optional
2. Aftermarket stock mount springs okay (must be same height, same coil diameter, same number of coils, left to right)
No composite leaf springs (no adjustable shackles, must be same size left to right)

No lowering blocks

Rear springs must be pigtailed if factory equipped.

Ride height 6"
3. Camber may be adjusted within limits of stock length bolts. Stock unaltered lower control arms. Stock upper control arms may not be altered.
4. Ball joints must be stock for year, make, and model.
5. Stock replacement shocks. No extensions, steel body, non-adjustable.
6. Sway bar may be removed. If the sway bar remains on car it must be stock for make and model.
7. Upper and lower trailing arms and mounting points must be stock and unaltered. Polyurethane bushings or rubber bushings permitted, No offset bushings, No Mono-balls or spherical bearings.
8. No chains or limiting devices.
9. No spring buckets
10. No wedge bolts

ENGINE

1. Stock for make and model. GM350, Chrysler360, Ford351 MAX. Metric cars will be allowed 350 cubic inch engine.
2. Engine location in stock position for make and model in factory mounts. Engines must remain strictly stock as produced by manufacturer. No modifications of any kind unless outlined herein.

3. All internal components cannot exceed factory OEM specs. It is your responsibility to provide factory data to back up your specs and not the tracks. No high-performance parts of any kind unless noted otherwise herein.
4. No airboxes
5. Aluminum radiators ok
6. Solid motor mounts ok.

ROTATING ASSEMBLY

1. Eagle Rods part # 5700 BPLW non-bushed or bushed. Scat Rods part # 3ICR5700 bushed or nonbushed.
2. Crankshaft OEM stock cast or forged. May balance on bottom of counter weights only. No grinding on any part of crankshaft. Must have a legible part number, if there is no part number it will be deemed illegal.
3. May use Eagle Crank part # 103503480 two piece or one piece. Scat crank shaft part # 9-10442 two piece or # 9-10526 one piece. 3.48" stroke only. 47 lb. cast crank. 51 lb. steel crank. No knife edge may balance.
4. OEM 4 eyebrow flat top pistons. Stock type replacement with stock type configuration, forged pistons ok.
5. 72cc combustion chamber heads minimum.
6. Piston must be stock appearing and in stock position. 3 Ring grooves, stock diameter wrist pins. Piston material must extend passed wrist pin boss. No drilling, cutting or grinding on any part of piston. No gas porting.
7. Maximum overbore allowed is .060 + .010 for clearance. Piston must not protrude above cylinder deck surface.
8. If running any engine configuration than specified rules, driver must claim what engine he or she is running prior to race. Weight will be added as stated in rules.

CAMSHAFT & LIFTERS

1. GM .390/.410, Ford .425/.450, Dodge .390/.420, Pontiac .388/.424 maximum lift at valve. Hydraulic only.
2. Camshaft may be degreed. Hydraulic flat tappet lifters only, No solid lifter. Must be stock OEM diameter lifters. No lash allowed.
3. Any 3-piece steel timing chain and gear set. Cam buttons approved. No gear drives. No 4-7 swap camshafts.

CYLINDER HEADS & VALVETRAIN

1. GM Production Heads 72cc minimum. 56cc head is acceptable for Ford Engine.
2. Heads must be 72cc with 4-eyebrow pistons-GM only
3. 3 angle valve job is ok. Final cut no greater than 75 degrees.
4. Must use stock valve size for cylinder head used. Maximum valve size 1.94 intake 1.50 exhaust.
5. No 2.02 head. No Vortech. No closed chamber. No angle milling. No porting, No gasket matching.

6. Bronze guides okay. Stainless OEM stock replacement valves. Neck downs and swirl polished are ok.
7. 1.270" O.D. maximum valve spring diameter. No beehive springs, No wedge or taper springs. No dual valve springs.
8. OEM replacement valve spring retainers are ok. No light weight, aluminum, or titanium.
9. Rocker arms 1.5 ratio stamped steel only. No other ratio, no roller tip, no roller body.
10. Screw in studs, guide plates, and poly locks are ok. 7/16 studs allowed.
11. No stud girdle. Absolutely untouched except for what is specified in the rules.
12. Lifter valley baffle and screens are okay. Push rods stock length and diameter. (7.800")
Hardened push rods approved.

CARBURETOR & INTAKE

1. GM factory OEM stock 2 or 4 Barrel Quadrajets (choke plate and shaft may be removed).
2. Or Holley 4412 500 cfm with 1.125" spacer/adaptor including gaskets-no part of spacer may protrude into intake manifold. May remove choke plate and shaft, change jets, power valve and accelerator pump. Must pass track NO/Go gauge. No billet parts.
3. Any air cleaner. No cold air boxes or devices to force air into carb.
4. Cast iron factory stock intake only. No marine or bowtie intakes. No gasket matching, grinding, or porting.

IGNITION

1. Battery must be self-contained and securely mounted in battery tray. 12v only.
2. OEM points or HEI distributor only. Stock distributors only
3. No aftermarket performance modules.
4. Alternator is allowed-12v only.
5. No electronic enhancing devices-No traction control. No Rev limiters. No adjustable timing boxes

TRANSMISSION & DRIVETRAIN

1. May run Stock rear-end for make and model. Welded rear end is ok. Mini spool is ok. Full spool are ok. No Aluminum hubs, rotors, calipers, center sections, tubes, housings, yokes or spools. No cambered rear ends/tubes or crowned axles. No lockers, limited slip units or torque sensing differentials. Welded rear ends ok. Full spool or mini-spools only-must be steel. Full spools must have and use all 10 bolts on ring gear. No lightened or polished ring/pinions.
2. All mounts must be in stock location. No staggering of mounting holes. Spring perches must mount in stock location.
3. Stock Cast Iron Flywheel. No Z28 or lightweight flywheels. No Aluminum-No Billet flywheels. May run Solid Hub clutch disc. Must be full circle-No Puck style.
4. Must have Steel bellhousing with manual transmission-No exceptions.
5. All transmissions must retain all original working gears in operational condition. Both forward and reverse. No lightening or altering of any part of transmission.

6. Cars that did not come with a standard transmission must use mechanical clutch. No hydraulic clutches.
7. Automatic transmissions allowed. Must have full working converter. No Direct drive or couplers. No Power glides. Must have scatter shield.
8. Driveshaft must be steel and Painted white.

EXHAUST

1. Stock OEM cast iron manifold only. Exhaust pipe must exit past the driver and no larger than 2.5" diameter all the way.
2. Mufflers allowed.
3. No center dump exhaust manifolds

FUELS

1. No additives allowed. May run Pump gas or Racing gas. No E85. No Alcohol. No Oxygenated Fuels.
2. No electric fuel pumps.
3. Must have Fuel cell must be in 18-gauge steel can and centered. Rollover highly valve recommended.
4. Must be securely mounted with at least two 2" by 1/8" steel straps or 1" box tubing over top and underneath cell.
5. Maximum of 22-gallon fuel cell is permitted.

BRAKES

1. Stock factory OEM 4 wheel working brakes only (caliper pistons must be the same size on each axle/end).
2. No brake bias devices of any kind. May remove OEM proportioning valve. Stock Brake Pedal assembly only, No aftermarket brake pedals. No aftermarket master cylinders. GM Cast iron truck master cylinder allowed, No Aluminum single output.
3. Rear disc brakes allowed. No aluminum, or light weight Calipers-Stock GM single piston type only. No aluminum rotor hats, steel only. No drilled, grooved or scalloped rotors, No Aluminum, Titanium or Carbon Fiber Rotors.

WHEELS & TIRES

1. Maximum 8" wide steel wheels. Minimum 7/16" studs with 1" steel lug nuts on all 4 wheels.
2. Tires must be DOT radial 70 series. All tires must be same size except right front. Right front can be 8" American Racer Hard Compound only.
3. All tires must be the same size except the right front.
4. No Siping allowed. No chemical treating. No recaps.
5. Tires must not exceed 2" from fender wells, except right front.
6. All wheels must be same size except right front, right front may be any off-set. Other 3 can be 3-4 inches off-set, but must be the same.

OPTIONAL

1. Pulleys & oil pan must be steel only, engine fasteners ok, any manual fan, any manual fuel pump, fuel pump rod (hollow ok), any valve covers, any paper air cleaner, motor mounts (block mount, no mid mounts), stock oem distributor cap, stock oem rotor, any size wires ok.
2. Aluminum radiator. No electric fans.
3. Aftermarket power steering pump (steel only).
4. Engine must be mounted in stock location. No tolerance.
5. May chain, strap, or use OEM replacement urethane motor mounts.
6. May use stock location peg style mounts. Example ALLSTAR 38082

DISCLAIMER

It is stated in the rules above what you can do to your car. Anything else will not be allowed! In other words, if it is not stated in the rules then it is not approved. Please consult tech man for certification only. If not in writing, no "he said/she said" is acceptable by management. All tech decisions are final, and a disqualification means ALL money, prizes, and points are forfeited.

No grinding or defacing of any casting numbers. Any engine parts with missing or altered casting numbers are illegal regardless of the reason.

Tech inspector will weigh and inspect various parts of Top finishing cars every week after heats and features. A competitor may file a protest to further inspect cars and engines.

Chassis Protest: Tear down and inspection of Chassis and suspension (shocks, springs and all mounting points) will be \$500(of which \$100 will go to tech inspector.)

Engine Protest: To pull a head, the protest will be \$250 (of which \$50 will go to tech inspector. To pull a engine out to check the bottom end will be \$500 (of which \$100 will go to the tech inspector).

All Protests must be Submitted to Tech Inspector at Scale Shed within 10 minutes of completion of feature. All Protest must be submitted in writing and have the cash in hand. All Counter Protest must be submitted in writing and with cash in hand with in 10 minutes of original protest.

Track officials and tech inspector reserve the right to inspect and teardown any car at any time. Management is committed to maintaining a fair and even playing field for all competitors and will consistently be researching and evaluating all facets of tech inspection.