

2008 Pure Stock Rules and Specifications

IF THESE RULES DO NOT SAY THAT YOU CAN DO IT

THEN YOU CAN NOT

1. Cars, Trucks (S10's, Rangers, etc.), No Convertibles or Full Size Trucks.

2. American made cars and trucks 1970 and up. Must be rear wheel drive, front engine. Wheel base must be 100 inches, and OEM Stock specifications shown in the N.A.D.A. Official Used Car guide for wheel base, length, width of any other technical question for dimensions. All cars must weigh a minimum of 3400 lbs., with driver, as they come off the track.

3. Front and rear firewall MUST be completely closed off from trunk area and engine compartment.

4. **BODY:** All glass and flammable material will be removed. Plastic trim, chrome and door handles are to be removed.

Cars must retain steel roof posts front and rear.

Steel or aluminum body panels are ok. MUST remain stock appearing.

Body and floor pan MUST remain completely stock.

No holes in hood allowed.

Fenders may be trimmed for tire clearance.

Front fender wells may be removed.

Inner panels may be trimmed for roll cage bars.

Rear wheel wells can be trimmed for tire clearance.

Trunk floor may be cut out for fuel cell clearance ONLY. Maximum clearance for fuel cell will be 3" from cell.

All cars must have drivers side door plates covering from top to bottom and from door post to 5" in front of seat -- minimum of 18 gauge or .049 inch thickness.

Door plate may be plated by putting metal between each opening in door bars if welded solid.

Doors must be bolted or welded shut.

Windshield screen required and must be full width extending from shield post to windshield post and full height from cowl to car top. Maximum screen opening is 4x4 and must be at least 3/8" thick and securely mounted.

Stock core support.

Spoilers securely fastened are legal - up to 6" only in size.

5. **OPTIONAL-STOCK BUMPERS:** Stock or tubing style bumpers will be allowed.

6. **CHASSIS/SUSPENSION:** Suspension parts are to remain stock for make and model. No alterations of stock components allowed.

Stock springs only in stock location. No racing style springs.

Shocks MUST be stock mounted and in stock location. No racing style shocks of any kind allowed.

Sway bars optional, but must remain in stock location, cannot be adjustable.

One shock per wheel only. No Coil overs or load levelers.

No weight jacks or adjustable spacers.

Must have all stock brackets, length, width and location for the make of car and must use stock OEM bushings. You can weld washers on outside of brackets if necessary but you cannot move holes.

Trailing arms can NOT be altered, shorted or lengthened

NO quick steer

Must have stock power steering pump.

7. **REAR ENDS:** Must run stock rear end for make and model, can be welded. Mini spools ok, No full spools. No lockers.

8. **DRIVE SHAFT:** Stock configuration and painted white. Must have loop with in 10" from rear of transmission. Made of 2" x 1/4" flat bar or 3/8" chain mounted securely.

9. **BRAKES:** Stock OEM brakes for make and model vehicle only. Must be 4 wheel brake. All brakes must lock up tires and slide. No line locks. No after market pedals.

10. MUST have stock OEM engine and transmission mounts.

11. **ENGINES:** Must be same as manufacturer of body. Example: GM in GM. American made V8's only. No aluminum Blocks or Heads. No angle plugs.

Wet sump oiling system only.

Rods stock OEM rods or after market I beam rods stock appearing only. Sportsman rod ok but must have 5.7 stamped on rod .

All rods must be stock length. (Example: Chevy 5.7) Powder rods ok. Crank shaft must be OEM and stock stroke (unaltered).

Stock main caps only.

Flat or dish top pistons only.

Flat tappet cam maximum lift 450.

No Roller or mushroom cams.

No Gear Drives.

No marine or bowtie intakes.

Intake must have plenum.

No stroker combinations.

NO aluminum pulleys.

Lifter valley pan ok. 366 C.I. Maximum.

Must be stock cast iron water pump.

NOTICE -- These two after market cranks can be used but must have #'s and be unaltered. Scat #9-350-3480-5700 and Eagle ESP# 10360348 -- these are stock replacements.

12. **HEADS** -- OEM cast iron heads.

No double humps or power pack heads.

Valve spring size OEM.

Screw in studs are legal no larger than 3/8".

Stamped steel rockers only.

NO roller of any kind.

No porting or polishing allowed.

No gasket matching.

Milling of head is ok, only on gasket surfaces.

No bowl blending under valve.

No shaft rockers.

No titanium valves.

13. **EXHAUST MANIFOLDS:** Can run any stock cast iron exhaust manifolds with 2" maximum tail pipes, extending past the drivers compartment. NO HEADERS. Can not exceed 95 dcbl. from press box.

14. **CARBURETORS:** Any vacuum secondary, stock style 600 cfm. No Dual line double pumpers. The following carburetors are legal: Holley List #1850-600 CFM, Edelbrock 600 CFM. Factory carburetors are also legal. All carburetors must remain unaltered. No matching allowed. Removal of choke horn is not allowed. No taller than 1 inch adaptor under carburetor.

15. **IGNITION:** Stock HEI only. Single point stock distributors are ok. No production performance parts. Example (Ford Motor Sports) NO MSD BOXES HOOKED UP OR NOT HOOKED UP. No rev limiters of any kind under distributor or not. Must have stock OEM firing order.

16. **RADIATORS:** Single stock style radiator allowed. Mounted in stock location. Must fit under unaltered Hood. Aluminum radiators ok. Metal or plastic fan blades are legal. Drivers we will be checking these on regular basis. Keep them safe.

17. **CLUTCHES/FLYWHEELS:** Must be stock OEM. No alterations to flywheel or clutches. Must be functional from dead stop. No light weight flywheels or clutches. Maximum flywheel 11". Steel bell housing mandatory. Must have 2" inspection hole for easy access. You can run cast steel bell housing -- no aluminums. No mini clutches.

18. **TRANSMISSIONS:** Transmissions must remain stock. Standards must have working gears. Automatic transmission must have OEM working torque converter, 11" minimum.

19. **TIRES:** Asphalt take offs 8" or 10" only. Tire must durometer 45 or harder after main event. No cool down period.

20. **WHEELS:** Steel only 15" diameter. Maximum 8" or 10" wide wheel -- heavy duty 1" lug nuts suggest. No bead-locks.

21. **FUEL TANK:** Mandatory fuel cell with roll over valve max 22 gal recommended mounted in trunk area. Must be securely mounted. Fuel delivery system must be stock. No electric or belt drive fuel pumps. Pump gasoline or racing gas acceptable. No bottom fuel pick ups -- no vented caps.

22. **ROLLCAGES:** Must be minimum 6 point with "x" in rear loop. All cage and braces are to remain inside body. Cage and braces are to be of 1 1/2" O.D. Tubing minimum .095" wall thickness. Drivers door will have minimum of 3 horizontal bars and through vertical bars per door bar. Passenger door to be the same horizontal bar will run from side to side under dash between cage uprights for strength. Single engine hoop allowed. Cage will extend from front of driver compartment to no more 4" behind trailing edge of doors. All bars around head must be wrapped with foam.

23. **SEAT/SEAT BELTS:** Must have high back aluminum racing seat. Seat must be mounted securely and is subject to inspection. Must have 5 point racing seat belts. Seat belts can not have a date later then 2004. Belts dated 2004 or newer and are showing wear, tear, or fraying, must be replaced. Subject to safety inspection at any time.

24. **UNIFORM:** Covered in safely (no holes) & helmet section in front. Must have neck brace, racing shoes and racing gloves.

25. **BATTERY:** Single stock automotive type allowed. Must be securely mounted and covered to prevent acid spill in event of rollover. 12 volt system only.

26. Must have numbers on both doors and top facing passenger side at least 20" tall and 4" wide. No free lance spray painting. Driver must attempt to straighten and touch up paint before each race program. Numbers only no letters.

Pure Stock Pill system: Winner of the A-Feature will draw pill.

Pill #1: Carburetor and intake

Pill #2: Clutch, Bell Housing and converter

Pill #3: Front suspension

Pill #4: Rear suspension and rear end

Pill #5: Engine placement

Pill #6: Cylinder scope

Pill #7: Check maximum cam lift

Pill #8: Check firing order

Pill #9: Free ride (No Tech.)

All cars in top 5 will be checked for durometer rule.

All cars subject to tech. at any time.

Protesting will be done before the A-Feature. See General Rules.

ENGINE CLAIM: Claimer must finish on the lead lap. \$400.00 must be furnished by driver before the tech inspection begins. The money is given to the track steward. The driver of the claimed engine has the option to sell or swap. A \$25.00 fee is to be paid by the claiming driver to the wrecker driver for engine pull. If an engine swap \$25.00 fee to be paid by both. No driver/car owner can claim more than one (1) engine during a race season.

First time the driver being claimed refuses the claimer he/she loses points and money for the night.

Second time the driver being claimed refuses the claimer he/she loses points for year and money for the night.

Third time the driver being claimed refuses he/she lose all points for the year and money for the night and they are suspended for the remainder of the year.

The track reserves the right to change the rules at any time.