

PURE STOCK 2008

1.0 GENERAL RULES

- 1.1 NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF, COMPLIANCE WITH, OR RELIANCE ON THESE RULES. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS.
- 1.2 Track Insurance does not cover the cost of ambulance ride to hospital.

1.3 PARTICIPATION

- 1.3.2 The PURE STOCK class is a Beginner Class. ANY DRIVER WHO, IN THE LAST FIVE (5) YEARS, HAS ACTIVELY (**five races in one season**) COMPETED IN ANY HIGHER CLASS OF CARS MAY NOT COMPETE IN THE PURE STOCK CLASS. Pure Stock is intended to be a low cost, low priced race class. The class should allow the average person to build and race safely and competitively without spending a lot of money.
- 1.3.3 Any car not built within the spirit of the above statement or appears to dominate, and/or violates any of the following rules will not race.
- 1.4 Cars must be factory stock in all ways including chassis, engine, & running gear except that which is specifically approved by these rules. Top five (5) cars must go to scale area to be weighed and inspected by the tech man after each feature event.
- 1.5 All cars will be neatly painted with contrasting 18" numbers. Numbers must be on both sides of the car and the roof. No foil numbers or extremely slanted numbers. Numbers must be in complete contrast with car color to make the numbers stand out. CARS FAILING TO MEET THIS REGULATION LOSE THE RIGHT TO PROTEST SCORING!
- 1.6 Cars must be self-starting and demonstrate a working clutch or Torque Converter at the beginning of the program.
- 1.7 All cars must have tow hooks front and rear. CARS FAILING TO MEET THIS REGULATION MAY BE FINED UP TO \$25.00 AT TIME OF BEING TOWED FROM TRACK!
- 1.8 Fuel: Any gasoline may be used. Additives may be used. No alcohol or nitrous oxide allowed.
- 1.9 No mirrors or radios allowed.
- 1.10 Driver must be able to reach all switches (ignition & starter) when strapped in. Switches must be plainly marked.
- 1.11 Tire measurement shall be obtained by bottom tire imprint on flat measurable surface. Twenty pounds of air will be used for testing tire imprint.
- 1.12 MUFFLERS or sound suppression device to meet Maximum 90 dB at 100 ft.
- 1.13 Cars must be towed to and from the track by means of a tow bar, wrecker, or trailer.
- 1.14 The Management will not tolerate any abuse of its officials, either verbally or physically by a Driver or member of his pit crew or family. If the management determines that such action has taken place, a fine, suspension, or both will be imposed on the driver for the action of the pit crew or family member at the sole discretion of the management.
- 1.15 A FINE OF UP TO \$500.00 MAY BE IMPOSED ON ANY DRIVER, CREW MEMBER, OR OTHER WHO IS DIRECTLY INVOLVED WITH ANY FIGHTING OR MISCONDUCT.

2.0 ROLL CAGE

- 2.1 Drivers must be enclosed in a box-like roll cage, securely mounted directly to the frame. At least one and one-half (1 ½) inch OD PIPE with .095 wall or better must be used. A

- Three/Sixteenth (3/16)-inch inspection hole must be drilled in each upright length. All cars must have three- (3) bars installed front to rear, between driver's seat and left door to outer skin, centered between floor and bottom of the window. Sidebars must have at least two (2) vertical support braces to the frame. Roll bars must measure at least (3) inches above the driver's head. Roll cage must have an "X" brace in back in the arch under the main roll bar. Also permitted are two (2) rear braces from top of cage extending back to the rear of the car and made of at least one and one-half (1 ½) OD pipe. All supporting joints must have gussets. BRACING MAY EXTEND THROUGH THE FRONT OR REAR FIREWALL. May install passenger seat provided that all safety requirements are met for the passenger the same as for the driver. Full door bars required for passenger seat as well.
- 2.2 Battery and cables must be well covered in a full metal box or marine type box away from driver and be isolated from the gas tank and the seat belts. Battery must be securely fastened.
 - 2.3 All cars must have one working taillight.
 - 2.4 SEAT BELTS: Each car must have lap belts at least three (3) inches wide and shoulder harnesses at least three (3) inches wide. Safety belts may not be visibly worn or frayed. They must be securely fastened to the roll cage or frame.
 - 2.5 HELMETS: All drivers' helmets must have **Snell 1995 OR NEWER** approval sticker. It is mandatory that approved racing helmets be worn at all times while on the racetrack.
 - 2.6 DRIVING SUIT OF FIRE RETARDANT NATURE REQUIRED FOR DRIVERS. NECK BRACE RECOMMENED.
 - 2.7 All cars must have a fully charged dry chemical or CO2 fire extinguisher in their pit area. Strongly recommended is an on board fire extinguisher.
 - 2.8 FULL 360-DEGREE Scatter shields are required on standard transmissions.
 - 2.9 All open drivelines will have a metal strap around the driveline, 12" maximum behind front universal. Strap must not exceed 3" below the driveline.
 - 2.10 All cars must have approved window nets or arm restraints on driver's side of the car and on the passenger side if passenger seat is installed. Window nets must be easily removable. NASCAR type driver nets OK (nylon). No metal screen allowed.
 - 2.11 A vertical support in center of windshield area with screen or acceptable bars in front of driver is mandatory and must be securely fastened.
 - 2.12 SEATS: Racing seat is required. A Fiberglass racing seat must be securely mounted with a minimum of 12" wide by full-length steel backing. Aluminum racing seat strongly recommended. Seat must be bolted or welded to the roll cage. An 8"x8" steel Headboard with a minimum of 2" of padding is required unless the seat is a high back seat. The headboard must be within four (4) inches of back of driver's helmet.
 - 2.13 A FUEL CELL IS REQUIRED. IT MUST BE ENCLOSED IN METAL CANISTER. Fuel CELL enclosure must be of at least twenty-gauge steel and securely fastened inside the trunk area and must be well sealed from driver. Maximum capacity of fuel cell is 16 gal. All fuel cells must have adequate protection from the rear. Gas filler neck must not protrude from the side of the car.

3.0 BODY RULES

- 3.1 American or Canadian passenger cars only. No convertibles. Frame, Body and Engine must match Manufacturer to Manufacturer. External body must be complete and stock in stock location. Internal panels may be removed for roll cage installation. Front inner fenders may be removed. DRIVER MUST BE COMPLETELY SEPARATED FROM FUEL CELL AREA. & INTERIOR MUST FULLY TINNED OFF separating the driver from the fuel area . Wheel wells may be cut above radius of tire. No sharp edges allowed. STOCK FIREWALL REQUIRED with no unnecessary holes. All cars must have floorboards from the firewall to behind the drivers seat. The trunk area may be opened to allow air in the fuel area.
- 3.2 Racecars must maintain stock appearing bodies with the front grill area and headlight doors to be closed in. After market molded nose pieces are

allowed. Rear tail light area must be closed in. Dents are to be kept to a minimum. Car is to be brightly and neatly painted. No primer.

- 3.3 Doors must be welded or bolted shut. Hoods must be pinned.
- 3.4 All glass and flammable material must be removed. Screen or acceptable bars in place of windshield is mandatory. Instrument panel and dash may be removed. All sharp edges must be removed.
- 3.5 Bumpers must be stock with no excessive reinforcing. Stock bumper mounting brackets may be welded to frame for safety. Nerf bars or rub rails allowed. A bar or hoop may be placed in front of the radiator for protection of the radiator. All bracing must be under cover.

4.0 CHASSIS RULES

- 4.1 Any American made TWO wheels drive car allowed. Minimum wheelbase is not limited Front wheel drive OK. Stock type suspension parts only. No modifying of the suspension is allowed. THIS MEANS NONE! All suspension parts must remain absolutely stock for make, model of car. No spacers, log chains, or dual shocks allowed. No aftermarket sway bars. Sway bar, if in use, must have stock hook-up. Tire stagger is allowed. "A" Arms are to remain stock and stock ball joints are to remain in stock location. No ladder bars or other weight adjustments allowed. Stock spring hangers only. No coil over shocks allowed. Stock type shocks only, in stock location. Racing Springs ok. Suspension bushings must be stock replacement RUBBER.
- 4.2 Unibodies may not be railed but stock front and rear frame sections may be tied together.
- 4.3 Locked differentials ARE ALLOWED. Ford 9" Rear end allowed.
- 4.4 No adding or modifying of sway bars for either the front or rear.
- 4.5 Engine and motor mounts must be in the stock location with the frame being used.
- 4.6 Must have 4 wheel brakes (INCLUDING FOUR ROTORS OR DRUMS IN WORKING ORDER).
- 4.7 Tires: Maximum size 235 mm. wide tread with. **HOOSIER 7" RACING TIRES ALLOWED (DirtStocker)**
- 4.8 Steel wheels only, a maximum of 8" wide. OFFSET WHEELS allowed. Wheels may be reinforced. Double center of 1/4" plate recommended. Steel spoke wheels optional. Rally wheels allowed. Oversized lugs allowed.
- 4.9 Stock Steering box must be maintained in stock location. Steering Wheel may be replaced with a quick release type connector and wheel. Stock clutch and brake pedals in stock location.
- 4.10 Minimum weight 3200 with driver. Any weight added must be SECURELY FASTENED to the car and painted white with car number on it.
- 4.11 Tie rods may be reinforced.
- 4.12 Steering ratio may NOT be changed. Any steering gear may be used within the stock steering box.

5.0 ENGINE RULES

- 5.1 TRACK OPTION, MANAGEMENT MAY TEAR DOWN ANY PARTICIPANTS ENGINE, any driver competing in this event may teardown another drivers engine by following protest rules stated in Section 6 below.
- 5.2 COOLING SYSTEM: One Radiator only. Must be securely fastened, and mounted in front of the engine. Automatic transmissions may run cooler provided the driver is properly protected. Driver must be protected from all cooling systems. (Oil & Water)
- 5.3 IGNITION: Distributors. Stock O.E.M. distributors only. Billet distributors allowed. No multiple-spark boxes. No magnetos or dual-point distributors allowed. Any coil used must fit in stock cap. GM H.E.I. Distributor can be interchanged with Ford and Mopar engines. Stock type coil only. All cars must have a working starter.

- 5.4 ASPIRATION: Stock intake on all engine configurations. Fuel injection allowed if it is stock to the vehicle in use. NO superchargers of any kind allowed. Chevy cast iron high-rise intake not permitted. No grinding, drilling or modifications allowed to the intake.
- 5.5 Carburetion will be limited to one (1) stock Holley 500 CFM 2- barrel, part no. 4412, with a 1-11/16-inch throttle bore. No grinding or polishing of any kind allowed. All carburetor components must be for a 500 Holley. No milling or grinding of throttle shaft allowed. Shaft must stay round. Choke can be removed but NOT the air horn. Must have stock measurements. Chevy's may use a stock Rochester 2 barrel or stock Quadra jet 4 barrel in place of the Holly 4412. Ford and Chrysler may use a stock factory original carburetor in place of the Holly 4412. **Carburetor Claim: Per Wisconsin Engine Claim Rule, another driver may exchange carburetors by paying \$150.00 and trading carburetors.**

Adapter plate - maximum thickness between carburetor and intake manifold with gaskets and adapter will be one-and-three-eighths (1-3/8) inches. No high-performance adapters allowed. Spacer opening must be perpendicular to the base of carburetor. Aluminum spacer only. No adjustable spacers or sliders allowed.

1. Devices below carburetor designed to increase the flow of air are not permitted.
2. All air entering the engine will be required to enter through top of the carburetor.

5.5 ENGINE BLOCK: **After 2007 engines over 360 ci. (OEM) will not be allowed to run.** 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. No after market engine parts, (such as aluminum heads, intakes, pulleys, etc.) **Steel OEM pulleys only.** Stroke must match bore of engine in use. No intermingling of crankshafts to change stroke. In other words, NO STROKERS. Flat top pistons only.

- 5.5.1 HEADS: (CHEVY—No angle plug heads, Maximum intake valve diameter will be 1.94", Maximum exhaust valve diameter will be 1.60") Stock type retainers and valves. Must use stock diameter valve springs. No 1.6:1 rockers. No porting, or polishing, no match porting, no grinding, or drilling of any kind on heads, exhaust manifolds or intake. Chryslers must use a 360 head on a 360 block and Ford must use Windsor head on a Windsor block, Cleveland heads on a Cleveland block. CHEVY SMALL BLOCK—Must have a casting number with at least 70 cc's or larger
CHRYSLER ----- Must have at least 68 cc's or larger by casting number
FORD ----- Must be Cleveland to Cleveland, Windsor to Windsor, etc./

- 5.5.2 CAMSHAFTS: Hydraulic camshaft only. No roller cams, lifters or roller rockers. No mushrooms, step lifters or roller tip rockers. No machining permitted to install cam. Must be able to remove lifter from top of lifter galley at anytime. Any timing chain allowed. NO gear drives. TECH PERSONNEL MAY REQUIRE ANY OF THE TOP FIVE FINISHERS TO REMOVE A VALVE COVER AT THE COMPLETION OF ANY FEATURE TO INSPECT THE VALVE TRAIN.

5.6 No electric fuel pumps other than factory original.

5.7 No headers. Driver is responsible for proving parts are legal.

5.8 CLUTCH/TRANSMISSIONS: Powerglide or Turbo Transmission is allowed. Must use a working torque converter with oil.

A minimum of 10 1/2" single disk clutch must be used for manual transmissions. Stock flywheels (no aluminum) must be used. No limit on flywheel weight. FULL 360-degree scattershield required for standard transmission cars. No "hand made or homemade" scattershields allowed. Complete factory original transmission must be used. No removal of any gears.

RACE CARS ELIGIBLE TO PROTEST

- 6.1 Any Driver who is competing in the feature event, OR;
- 6.2 A driver who executes a confidential "silent protest" with a track tech official prior to the start of the feature race and has tendered \$50.00 Cash.

The decision the track official as to whether the car complies with the rules will be final. This decision will not be subject to appeal of any kind. Decisions of officials are final, binding and non-appealable.

7.0 TOP END TEAR DOWN

- 7.1.1 All teardowns will take place at the track immediately following the last scheduled race for the event. At management's option another location may be designated.
- 7.1.2 All TOP END TEAR DOWN protests on car rules must be made before the start of the feature event. ALL PROTESTS MUST BE IN WRITING, AND MAY BE MADE BY THE DRIVER ONLY AND MUST BE MADE TO TRACK MANAGER OR OTHER DESIGNATED TRACK OFFICIAL. PROTEST MADE TO ANY OTHER PERSON IS NOT A VALID PROTEST. ANY PROTEST OTHER THAN VISUAL MUST BE ACCOMPANIED BY A CASH DEPOSIT OF \$50.00 TO BE CONSIDERED VALID. CHECKS WILL NOT BE ACCEPTED.
- 7.1.3 A Top End Tear Down shall consist of removing heads and intake only. Flywheel or torque converter may be checked at the same time.
- 7.1.4 Only drivers competing in the same feature event may Top End Tear Down a car except as noted above.
- 7.1.5 The driver only, brings \$50.00 cash to the designated track official, presents a written list, and pays the protest fee.
- 7.1.6 The written list must contain the protested driver's name and car number plus list the engine items he is protesting. Only the items listed on the original list will be inspected.
- 7.1.7 Only the driver and his mechanic (one mechanic only) will be permitted in the Top End Tear Down area. Any others approaching the tear down area will be subject to a fine designated by track management.
- 7.1.8 If a car is found illegal, the illegal car and driver will be fined \$500.00, receive a thirty day (30) suspension, and lose all points earned for that event including show up points on first offense. If found illegal a second time, a \$1000.00 fine, 70 day suspension and loss of all points earned year to date will apply. If found illegal a third time, suspension for the remainder of the season, including special events, and a \$1000.00 fine paid before being allowed to race any following season.
- 7.1.9 If a Top End Tear Down is refused, the offending party will lose all points earned to date plus a \$500.00 fine will be imposed.
- 7.1.10 If the protested car is found legal, he will receive the \$50.00 protest fee.

7.2 BOTTOM END TEAR DOWN

7.2.1 Exact same rules apply to the BOTTOM END TEAR DOWN as the top end except that the tear down fee for the bottom end is \$150.00

7.3 VISUAL PROTEST

- 7.3.1 ALL VISUAL PROTESTS WILL BE HANDLED IN THE FOLLOWING MANNER:
(A visual protest is any protest that does not require a wrench to inspect.)
CARBURETOR IS A VISUAL PROTEST.
- 7.3.2 All visual protests are to be made to the track manager or his designated person. A Visual Protest may be made at any time during an Event.
- 7.3.3 Driver only may make protest. Protest must be written.
- 7.3.4 The written list must contain the protested driver's name and car number plus list the items protested. Only items on the original list will be inspected.
- 7.3.5 If found illegal on a visual inspection, the protested car will be allowed to make necessary changes at the track, if possible, or may not be allowed to compete in the event at management's discretion. The event will not be held or delayed for protested car to make changes.

8.0 GENERAL** Protest

Each car will be subjected to a technical inspection before it is first allowed to race. Subsequent inspections may occur at anytime. In the event of any challenge for compliance with the rules by any car, it shall be the responsibility of the car owner to prove that any part or component of the car that is challenged does, in fact meet the requirements of these rules.