

2019 PURE STOCK RULES

RACE RECIEVERS ARE MADITORY , WILL BE DQ WITHOUT.

BODIES- MINIMUM WHEELBASE 108 INCHES, EXCEPT 1983 AND NEWER THUNDERBIRDS AND CHRYSLER PRODUCTS MAY BE 105 INCH WHEELBASE. ANY YEAR AMERICAN MADE PRODUCTION CAR. ALL CARS TO REMAIN STOCK. FULL FRAME CARS MAY REMOVE INNER FRONT FENDER WELLS AND INNER DOOR ONLY. GUTTING OF THE HOOD IS ALLOWED BUT UNIBODIES MAY NOT. RADIATOR MAY HAVE PROTECTION BAR. STEERING COLUMN MAY BE STOCK OR FABRICATED WITH REMOVABLE STEERING WHEEL. CAR MAY BE STRIPPED AND ALL HOLES PATCHED. REAR FIRE WALL BETWEEN DRIVER AND FUEL TANK. NO MIRRORS. MUST HAVE SAFETY SCREEN OVER DRIVER'S SIDE WINDSHIELD. HOODS, FENDERS AND BUMPERS ARE REQUIRED. ENGINE HOOP ALLOWED - RADIATOR AND FENDERS MAY BE ATTACHED. NO GUTTING OF CAR, MUST RUN STOCK BUMPERS OR BUMPERS THE SAME DIMENSIONS AND STRENGTH AS STOCK (NO HEAVY DUTY PUSH BUMPERS), PLASTIC COVERS ARE FINE. **Steel body panels formed like OEM allowed. NO slab bodies. Hood, A post, Roof, Trunk area must remain stock steel. Trunk pan must be inplace.**

Engine - stock engine must be same make as car. MAXIMUM Size of engine block: 350 gm .060 max. 351 Windsor Ford .060 max. 360 Chrysler .060 max. Harmonic balancer on G.M. min. 8 inch. Smaller engine allowed, NO STROKER ENGINES ALLOWED. firing orders cannot be changed. No Bee Hive or high performance valve springs allowed. 9 to 1 compression max, no tolerance.

Heads - 76 c.c. minimum, stock no performance heads (no double humps, no 292 or 041 castings, no LT1, no bowtie, no center bolt valve cover, or aftermarket allowed.) No porting or polishing, no guide plates, 1.94/1.60 valves maximum. No 2.02/1.60 allowed. 305 heads on 305 engine only.

Camshaft - Hydraulic camshafts only & must pull 15 inches of vacuum at 1000 rpm. No tolerance. Hydraulic flat tapped cam .430 maximum lift at valve, stock 1.5 ratio rockers only no tolerance. No polylocks, No roller cams, no roller tip or roller rockers allowed. Lifters stock type only, no Rhoades, anti-pump up, high revolution, etc. Stock Type Wire Clip.

Crankshaft and rods - Stock appearing, no light weight rods, no h-beam rods. Press fit rods only, No floating rods. 5.7 rod on G.M. max. Aftermarket eagle scat, ect. Crankshaft stock type ok. No lightening of any kind to crankshaft. 3.48 stroke max.

Intake manifold - Only aftermarket intakes allowed Edelbrock 2101, Ford 2121 or 2181, Chrysler 2176 or 3776 intake must be unaltered. Stock factory manifolds are allowed, but must be unaltered (including gasket matching). **No Marine intakes!**

Pistons – cast or hypereutectic flat top 4 valve relief only. No JE, Ross or etc. No high performance parts allowed.

BALANCER - No Modifying of Harmonic Balancer. Must be minimum 8" Stock only.

Exhaust- Stock cast iron exhaust manifolds only (no lt1 no high performance) 2 inch OD pipe must extend past driver, turn down or out the side. NO HEADERS or Header Type Manifolds.

Clutch- Stock appearing 10.4 min spring type disc no solid hub.

CARBURETOR- 4412 HOLLEY NO MODIFICATIONS EXCEPT CHANGING JETS AND REMOVED CHOKE PLATE BUT NOT THE CHOKE TOWER. CARB. IS SUBJECT TO CLAIM BY ANY DRIVER IN A FEATURE IN LEAD LAP. CLAIM IS \$250 OUTRIGHT OR \$175 DOLLARS EXCHANGE. FAILURE TO SELL RESULTS IN LOSS OF POINTS AND FINISH FOR THE NIGHT, 2 WEEKS SUSPENSION, AND \$50 FINE PAID TO CHARITY OF RACERS CHOICE BEFORE RETURNING TO RACING. NO ELECTRIC FUEL PUMPS. SPACER PLATE FOR CARB. FROM INTAKE TO CARB. ONLY. CLAIM \$25 OUTRIGHT ON SPACER PLATE. Carb must have vacuum port, rear of the Carb for testing vacuum.

IF NO PORT YOU WILL BE DISQUALIFIED!!!

Carb spacers 1 Inch maximum and NO Tapered Spacers.

IGNITION- Must be completely stock. **No DUI or MSD, ect.**

Transmission- OPTION 1- All forward and reverse gears must be operational, plus a neutral position. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward. Only production transmissions allowed. No 'in and out' boxes or quick-change devices allowed. Functioning shift levers must be in location. One steel or aluminum style/size_flywheel allowed, must be bolted directly to end of crankshaft. 10.4 IN MIN. CLUTCH STOCK APPEARING PRESSURE PLATE MUST WEIGH MIN. OF 15 LBS. Pressure plate will be weighed by itself. STOCK SPRING TYPE DISC NO SOLID HUB. A MIN. OF 15 LB. Flywheel will be weighed by itself. Must be unaltered three or four speed in production case. No five (or more) speeds allowed. Must have working clutch inside explosion-proof steel bell housing with one hole for throw out bearing lever or hose, must be 270 degrees around top of clutch and flywheel area ,NO MINI-CLUTCH ALLOWED.NO RACING CLUTCHES. Components must rotate, consistent with engine rpm, while car is in any gear. No Bert, Brinn, or Falcon type transmissions allowed.

OPTION 2- Stock automatic transmission with full size working torque convertor. No Power Glides, 3 Speed Automatics only no TCI CNR, ETC. TYPE TORQUE CONVERTORS. Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flex plate. Only external lines allowed are for transmission cooler. Claim on torque convertors Claim on torque convertors \$75.00

DRIVE LINE- PAINTED WHITE WITH FRONT SAFETY HOOP.

ROLL BARS- MUST HAVE AT LEAST FOUR UPRIGHT BARS. THREE LEFT SIDE DOOR BARS AND TWO RIGHT SIDE DOOR BARS. CROSS BRACE BEHIND DRIVER. ANGLE BRACE BEHIND DRIVER AND MIDDLE BAR IN TOP, LEFT LEG BRACE RECOMMENDED. NO FRONT ENGINE HOOP ALLOWED. CAGES MUST BE ROUND ROLL BAR TUBING, NOT LESS THAN ONE AND ONE HALF (1 1/2") INCHES ACROSS AND NINETY FIVE THOUSANDTHS (.095) THICKNESS.

TIRES- 8 inch asphalt takeoffs OK. G60 or 8" DOT OK as well.

WHEELS- Steel wheels or racing wheels, 8" MAXIMUM Width. 1 BEADLOCK Allowed !

SUSPENSION- All components must be stock for make and model no moving brackets or shortening lengths. Bushings only. Steering quickeners allowed, weight jacks, or spring spacers.

Shocks- Stock mount/Stock Appearing racing shocks allowed. No heim end or adjustable. No take apart shocks/mono tube only. Claim on Shocks \$75.00 each must claim all four.

Springs- Stock appearing racing springs allowed. Front: diameter and minimum 11" height Rear: Minimum 5" diameter and 13" height.

REAR ENDS- Stock for car, may be locked, any gear ratio allowed. Rear trailing arms must be stock. No shortening or lengthening of trailing arms. Pinion angle must remain stock. Leaf spring cars must have plates welded to axle tubes to prevent pinion angle from moving.

REAR SUSPENSION- May use 9" ford or stock rear-end. Trailing arms must remain stock for frame being used and be in stock location on chassis Gm to Gm- Ford to Ford etc. No aluminum parts. No Schradervalses or adjustable shocks .No gas reservoir shocks. Shocks must be all steel. Cannot move spring forward, back or side to side. Must be in stock location. Leaf springs can run lowering blocks but no adjustable lowering blocks. No spring sliders. No split leaf springs must have same number of leafs in front of axle and behind .No slapper type traction devices. No roller bearings .No heim ends. Must be stock type bushings i.e. If it came with a rubber bushing with steel insert it must remain that way.

Aftermarket stock replacement ok. No floating bird cages, coil eliminators or any other traction devices allowed!!! No weight jack bolts. Rear shocks must be in stock type location. (if they came in front of the rear-end they must remain there.)

Rear trailing arms no more than 2 7/8 inches from bottom of housing to center of bolt. Same both sides. Upper control arms no more than 2 1/2 inches from housing to center of the bolt. Same both sides. No

adjustment holes allowed on rear-end or chassis, must be stock location on chassis. Torque arm cars must use stock type arm, aftermarket replacement ok but must match measurements nonadjustable, must use stock type bushing, front mount may be fabricated but cannot be adjustable.

GAS TANK- FUEL CELL REQUIRED. MUST BE STRAPPED IN BOTH DIRECTIONS. Above trunk pan.

BRAKES- MUST LOCK UP ALL FOUR WHEELS. MASTER CYLINDER AND BOOSTER MAY BE REPLACED WITH ANY SINGLE MASTER CYLINDER, AFTERMARKET OR . PEDAL MUST REMAIN IN STOCK LOCATION. NO AFTERMARKET PEDALS. NO BRAKE BIAS OR PROPORTIONAL VALVES ALLOWED. BRAKE FUNCTION MAY BE TESTED VIA TEMPERATURE GUN. NO SHUT OFF VALVES. Can run 4 wheel disc brakes.

Weight: Lead weight can be added must be painted white with car number painted on it. Driver and car must weigh **3,150 minimum** after race.

REQUIRED-

SAFETY- FIRE EXTINGUISHER - REQUIRED, MUST BE FULL WITH GAUGE AND WITHIN DRIVERS REACH.

UNIFORM - MUST WEAR FULL RACING SUIT. HELMET - SNELL RATING OF AT LEAST 2000. NECK BRACE

BELTS - MUST HAVE THREE INCH LAP AND SHOULDER BELTS IN GOOD CONDITION, MOUNTED WITH ONE HALF INCH GRADE FIVE BOLTS.

SEATS - MUST HAVE RACING TYPE SEAT, ALUMINUM REQUIRED. MUST HAVE AT LEAST FOUR BOLTS, THREE EIGHTS INCH, GRADE FIVE, WITH FENDER WASHERS ATTACHED TO FRAME OR CAGE. SEAT MUST BE IN STOCK LOCATION.

CAR CLAIM- \$2000.00 NO EXCHANGE, MUST FINISH ON LEAD LAP.