

2018 Pure Stock 4 Rules

Engine

A. Block

1. Factory OEM block Max 2500 C.C. Engine must be in stock location, this means factory height and setback. You may run solid motor mounts, may strap mounts. Zero decking allowed on the block. Engine assembly may be balanced.

2. Stock stroke OEM Crankshaft. Stock OEM rods, May use aftermarket bolts and studs. Stock or aftermarket Cast type OEM flat top 2 or 4 valve relief pistons. May cut valve relief in top of piston. Aftermarket 3 rings allowed. No destroking or stroking of engines.

3. Must use stock oil pan, stock type oil pump and strainer. Must run stock type OEM valve covers.

4. Stock production head and intake. No porting or polishing bowl blending, acid washing or no alteration of any kind allowed. No spacer between head and intake. One spark plug and two valve per cylinder maximum. No fuel injected intakes.

5. .450 max. Lift on camshaft. Must run fully hydraulic lifters unless engine was not hydraulic from factory. May have 2 washers under 2 lifters only to get lash right. Valve lash will be checked at top of valve. Lifters cannot be altered in anyway. Must run stock factory lifters.

6. Stock size valves. May run stock or aftermarket valve springs. Can run double valve springs but remain stock type and in stock location. Stock retainers, and keepers. Must run one- piece timing cover. Aftermarket timing chain and gear allowed. No roller cams, or rockers. Stock OEM head bolts allowed. Must run stock pushrods.

7. May use aftermarket 1 inch (max) spacer or adapter to fit carb to intake . You can match the spacer/adapter hole to the intake and carb. Use only 2 (.065) gaskets to mount carb to spacer or adapter to intake.

8. Holley 500 CFM (4412) or smaller cfm. May remove the choke and horn and passing gear linkage. Must pass track go-no-go gauges top and bottom. May change power valve, jets, squirter and gaskets. Must have 2 return springs on carburetor. 4" max aftermarket air filter.

9. May run aftermarket header May extend pipe to exit outside of the car.

10. May run mechanical or electric fuel pump. May run racing fuel or pump gas.

11. Starter must be in good working condition. Must run factory distributor and ignition system. No magnetos or dual point distributors. May run aftermarket plug wires and plugs. Battery may be mounted behind the seat within a secure case. Battery may be mounted in the trunk area. Battery must be mounted by 2 (1 inch by 1/8 inch straps) .

12. May run aftermarket water pump, radiator. May run manual or electric fan.

Drive Train

1. Stock type clutch and flywheel. May surface flywheel but no other modifications. May run aftermarket throw out bearing.
2. Bell Housing & Shield. All cars must have an approved scattershield and / or approved bell housing.
3. Must run a factory OEM transmission and rear end . Must have a minimum of 2 forward gears and reverse gear and neutral. Driveshaft must be painted white. All cars must have a driveshaft loop. May weld spider gears, or run a spool.
4. Must have 4 wheel working brakes. No shut off's or brake adjusters allowed. Must run factory OEM rotors, drums, wheel bearings, seals, etc.
5. Any steel 8" wide X 13" maximum. Beadlocks wheels allowed on right side only. May run 8" x 14" wheel with D.O.T. radial tire. 1" inch lug nuts mandatory. May run any 8" tire.

Suspension

1. Spindles, tie rod ends, centerlink, gearbox, upper and lower control arms, ball joints must be factory. All suspension components must in stock mounting locations. Steering shaft may be replaced for safety. Quick connect allowed.
2. Springs must be in original position. May run aftermarket springs, but no modification to spring bucket allowed. Adjuster cup, shims or spring rubbers allowed.
3. Leaf spring may run lowering blocks. Leaf springs must be stock-type OEM made of steel. Shackles allowed on rear of leaf spring. No wedge bolts or screw jacks. Factory OEM rear control only.
4. Must run stock-type steel shock in stock location. No adjustable or rebuildable shocks allowed. No schrader valve of any kind. May run stock type OEM struts. All strut towers must remain in the stock location with no cutting or removal except for the strut towers to help gain caster and camber adjustment.

Body

1. Any stock four cylinder rear wheel drive metal bodied car or truck 1965 thru the current year. The body must retain overall Factory OEM stock appearance. May fabricate front fenders, doors, hood out of aluminum. Trunk and quarters but must be made out of magnetic steel and retain stock appearance. Must use factory Stock OEM roof. May run Five Star or Performance Bodies replacement panels. No flat sides.
2. Must run stock appearing noses and rear bumper. No MD3 noses. Must match make of car. No open rear ends. Must be closed rear all the way to rear bumper. Front and rear bumpers must not pass outside body. No metal bumpers are to be outside of the bumper covers. No rub rails on outside of body.

3. Entire floor pan, firewalls front and back must be unaltered. May cut trunk area between chassis rail to center of rear end of car for fuel cell only. May cut for tire clearance. All firewall openings must be covered for safety.

4. All frame rails must be factory and in factory location unaltered. May tie uni-body chassis together but no bracing under the car. May replace factory rails with tubing from the crossmember forward or rear axle to back bumper if damaged.

5. A minimum of 6 inches of ground clearance on front nose and side skirts. May run a rear spoiler but may not exceed 6 inches from the top of the trunk lid to top of spoiler. No side spoilers, or supports. Spoiler must not be no wider than the trunk lid.

6. All cars must maintain the stock wheelbase. Must have the make of car, the required weight and C.C. on the hood or both front fenders.

Safety

1. Fuel cell must have a hoop bar behind the fuel cell for safety. Pump gas or racing fuel only. No alcohol. Must have a working fire extinguisher. Must run window net and 5 point racing seat belts. 4 yr. Max. on date. Aluminum racing seat mandatory.

2. Windshield may be removed, if removed must have 3 protective bars on driverside. Bars must be between 4 and 5 inch intervals. Bars must be made of steel. May fill in rear side windows.

3. Main hoop, door bars, front and rear support bars must be 1-½ x .083 DOM or larger. Driver Side must have 4 door bars and safety plate. Right side must have 3 door bars.

4. Disconnect switch must be mounted within reach of the driver & track official and clearly seen by track staff.

5. All weight must be painted white and have car number on it. Must have tow chain or strap on the front and rear of the car with a towing capacity of 3000 lb.

6. All cars must weigh 2300 lbs minimum after race with driver.

Anything not listed in these rules must remain stock.

PROTEST FEES:

Division Protested Car/ Protestor \$175.00 / \$500.00 Visual Protest \$50.00

Visual Protest must be done before qualifying. After the race 1st place car will come on scale and stay until 2nd place and 3rd place car arrives. If 2nd or 3rd place wants to do a protest let the techman know before 1st place car leaves the scale. Only top 3 cars can issue a protest. If a protested car leaves the tech area and goes back to their pits during a protest they will be Disqualified. For Example, protest would go as follows: If the protested car is found illegal, he loses his \$175.00 fee. (which the track

remains), and the protester is refunded his \$500.00. If the protested car is found legal he is refunded his \$175.00 and the protester loses his \$500.00 The track will retain \$250.00 and the protested car will get \$250.00. Techman makes all decisions. Only one crew member in tech area with their driver. If more than 1 crew member is in tech area they will be Disqualified. Money must be giving to tech man within 5 minutes of agreement to protest.

There will a claim rule on the engine. \$400 for complete head and intake : minus valve cover, carburetor, and adapter plate. \$1250 for complete engine : It will cover the complete long block assembly from oil pan to valve cover ; including intake , water pump , complete distributor and wires , flywheel , clutch , and pressure plate. Only the winner may be claimed. To be eligible to claim a head or complete engine, you must finish in the top 3 and be in the top 10 in the points standings at that time. The claim option begins at the 3rd points race. Track has the option to claim an engine at any time. If multiple drivers claim the engine, the highest finishing driver has first option. Refusal to accept claim will follow same guidelines as refusal for protest.