

PURE STOCK RULES

The intent of this division is to provide a pure stock class of racing intended to be a fun racing experience for all who choose to get involved. This division is designed for the budget racer. Fun is the key word for this division. The rules are simple and easy to follow, but will be enforced. Remember if this rule book does not say you can do something to your car...DON'T do it...PERIOD... always we will be checking these cars on a regular basis for ANY rule violations.

ELIGIBILITY

- A.** Any American made automobile with a wheelbase of 112" or more will be allowed to compete. We encourage 4 door models and station wagons in this division.
- B.** Certain makes and models under 112" are permitted. These include all GM metric chassis cars with 108.1 inch wheelbase built from 1978 through 1987 (Cutlass, Regal, Grand Prix, Malibu, Monte Carlo, etc), 1976 through 1980 2-dr Dodge Aspen and Plymouth Volare, and 1980 - 1982 and 1989 - 1997 Ford Thunderbird.

BODIES

- A.** Bodies must be as they came from the factory
- B.** Severely rusted panels **MUST** be replaced.
- C.** Stock panels only, No **HOMEMADE SHEET METAL PANELS**.
- D.** All sharp edges must be rolled under.
- E.** No opening up wheel wells beyond stock.
- F.** Hoods must stay on stock hinges and be pinned in front.
- G.** Hoods must open without tools of any kind.
- H.** All bumpers must be rounded on ends, **NO STRAIGHT CUT OR SHARP EDGES**.
- I.** Bumpers must be securely chained to frame, and have a chain loop wrecker hook in center of each bumper.
- J.** All doors must be welded shut.
- K.** All glass except windshield must be removed. Severely cracked windshields **MUST BE REPLACED**. You may use 1/8 Lexan to replace windshield.
- L.** All trailer hitches and after market type add-ons must be removed.
- M.** Front fender inner liners may be removed if damaged.
- N.** All interior must be removed, dash covers, seats, headliner, etc.
- O.** No removing of "ANY" sheet metal, frame or frame components (i.e. Floor pans, bumper ear horns).

NOTE: IF you are involved in an on track incident, you or crew member **MUST** report to a Tech Official, in order to race the rest of the night. Accidents happen! And you **WILL** be allowed to race with Bent/ broken body parts that night. Do not expect to race future races without proper effected repairs per Tech Official!

BRAKES

- A.** Must have 4 wheel hydraulic brakes in working order. Brake components must be stock. Aftermarket brake pads and shoes may be used.

ENGINES

- A.** Engines must remain in stock location, no altering of mounts.
- B.** Engine and components must be **STOCK !!!** See weight rule! Any cubic inch displacement OK.
- C.** Engines may be rebuilt to stock specs; **no more than .030 or .040 clean up allowed, with OEM style pistons**, no domed pistons allowed. No more than .410 lift camshaft allowed.
- D. Pistons: 2 or 4 pocket pistons are allowed.** Max compression 9.5:1
- E.** No aluminum, vortec, or camelback heads allowed.
- F.** No porting, polishing or gasket matching allowed.
- G. ABSOLUTELY NO MACHINING OR ALTERING OF ENGINE COMPONENTS PERIOD.**
- H.** No performance parts. No stroker engines.
- I.** No mixing of stock parts allowed (i.e. 305 heads on a 350 engine block).
- J.** Air Cleaners will have a "STOCK STYLE" appearance and "WILL BE SEALED" all the way around With bottom tray and top lid sealed. Except for the STOCK inlet holes.
- K.** No fuel injected engines.
- L.** No aftermarket "dress up" parts allowed. However, after market valve covers are OK
- M.** Carburetors must be box stock, and be a stock component for the year, make and model.
- N.** Valves & Heads must remain STOCK. For Maintenance purposes you are **ALLOWED** to Pin, Thread and Secure Rocker arm studs.
- O. Windage Trays:** Oil pans are **ALLOWED** a flat windage tray only. "NO Intake Trays".
- P. Oil Pans:** **MUST HAVE** a Bung hole 2 inches down from pan rail and 9 inches from back of block. "NO EXCEPTIONS". This is for **BORE SCOPE** Inspections!

EXHAUST

- A. ZERO TOLERANCE** for leaks in 2012. There must be 36" of straight 2" O.D. exhaust pipe Before or after the muffler. You are **ALLOWED** a straight thru muffler (Glass Pack) before or after

the 36" and turn DOWN the tip of the pipe.

Engines 318ci and smaller are allowed 2 1/2" max. OD. NO dual exhaust allowed.

There must be no leaks anywhere in the system.

C. Manifolds must be OEM cast iron. No tubular, no headers, no center dumps.

FUEL CELL

A. Fuel cells are mandatory.

B. Cell must be located in the trunk secured by 2 straps side to side and at least 1 front to rear.

C. The fuel cell may be no lower than the frame rails. 10" ground clearance minimum.

D. No filler tubes allowed.

E. Fuel lines may not pass through driver's compartment.

FRAME

A. No frame alterations of any kind except to strengthen the roll cage attachment points with plate or box tubing. (We will be watching this closely).

B. Minimum height measurement at cross member is 5 inches.

REAR END

A. **May be welded or open only, spools are OK. No posi, no lockers, no limited slip. No exceptions!**

B. Must have a drive shaft loop 1/3 of the way from the front of the drive shaft. (Chain OK).

ROLLCAGE

A. A 4-point cage of minimum 1 1/2" OD and .095 wall tubing is required, and MUST remain in interior of the car, and anchored securely to the FRAME.

B. Roll bar tubing may extend from the front of the main cage through the firewall and connect to the front frame rails just in front of the upper control arm mounting points. Any structure further forward may not be connected to these tube sections other than for a single square or round thin wall tube no larger than 1" in diameter on each tube section. A single removable bar may be installed between the two sections near the front of the engine.

C. Roll bar tubing may extend from the rear of the main cage through the rear firewall and connect to the rear frame rails just behind the axle. These may not extend all the way to the rear of the chassis.

Bars can NOT cross (like an X) after the rear axle, they are ALLOWED to Attach at the end of frame. Radiator bars are Allowed.

- D.** A minimum of 3 door bars and a 1/8" steel doorplate must be installed on the driver's side cage. A 1/8" 18" x 36" steel floor plate is HIGHLY recommended under the driver.

SUSPENSION

- A.** No aftermarket steering components of any kind. Only OEM replacement parts allowed.
- B.** No made for racing springs.
- C.** Front and rear springs must be stock appearing and must be equal side to side. This includes the number of coils, the wire diameter, and the overall diameter.
- D.** No spring blocks, spacer, or cups allowed.
- E.** **One stock type shock per wheel, and in stock position.** No adjustable, aluminum, or coil over shocks allowed.
- F.** Wheelbase MUST be the same side to side.
- G.** No altering of suspension in any way.
- H.** Must have stock rubber suspension bushings.
- I.** **Upper & Lower Control Arms must remain uniform from left side to right side.**
- J.** **Adjustments to camber will be limited to stock factory adjustments with a maximum of 6 degrees at RF wheel and 2 degrees at all other wheels.**

SWAYBAR

- A.** The sway bar must be a stock unaltered OEM sway bar for that make and model and must be mounted in the stock location.
- B.** Must use stock type sway bar frame bushings.
- C.** One side must be stock type OEM and non-adjustable. The rod or bolt on the other side may be replaced with threaded rod and the fixed spacer may be replaced with two nuts for adjustability, but must still retain all the stock bushings, washers, and nuts on both sides of the frame mounting and sway bar mounting. The sway bar must be mounted; it cannot be free at either end.

TEAR DOWN RULES

- A.** Any driver finishing on the lead lap may have a top 5 driver torn down for \$500 cash, with the surrender of protester's car for inspection first. That car must pass inspection to continue teardown of protested car. If the protested motor is found to be legal, the money goes to the protested driver. If the motor is found to be illegal, the driver will be disqualified and the money will go to the protester

TIRES

- A. Tires must be D.O.T. street radials ONLY. 60 series minimum allowed. No 50 or 55 series tires allowed.
- B. No altering tread face of tire in any way!!!
- C. No soaking of any kind.
- D. The tires must remain inside the stock wheel well opening. Flaring or bulging of the fenders is not allowed. . ZERO TOLERANCE!
Make or Model does not change this rule, off- set wheels will correct this issue.

TRANSMISSION

- A. Automatic transmission only.
- B. No power glides, 2 speeds, or direct drives.
- C. Stock converter....OEM only.
- D. Aftermarket transmission cooler allowed, however, they must stay in the engine compartment.

WEIGHT

Race cars that enter the Tech garage and are placed on the scales for official weighing, "WILL NOT" be allowed to be touched by their driver or crew members during car inspection. After car rolls off the scales, the driver will remove himself from car and all non weight influenced measurements will be done at that time.

All weight measurements are performed with the driver in the car and fully suited up for racing "AFTER ANY EVENT". An event can include qualifying, heats, or features.

- A. Minimum weights depending on engine size:
 - 318 ci or smaller - 3,200 lbs
 - 319 to 360 ci – 3,500 lbs.
 - 361 ci and larger – 3550 lbs.
- B. Add 50 lbs for 8 inch wheels.
- C. 52% max. left side weight, 45% max. rear weight.
- D. Any and all added weight MUST be placed in the interior (driver's compartment) of the car. All weight must be mounted ABOVE the frame rails with two 1/2" bolts min. and painted white with your car number on them.

WHEELS

- A. Wheels must be OEM 7" stock type steel with no offset. Wagon wheels and Chrome OK as long as they meet these requirements.

- B.** 8" maximum width steel racing wheels are also allowed. Any car with wheels exceeding 7 inches in width will incur a 50 pound weight penalty.
- C.** 1" lug nuts required for safety.

ALL CARS ARE SUBJECT TO INSPECTION AT ANYTIME BY AUTO CITY OFFICIALS. AUTO CITY RESERVES THE RIGHT TO CHANGE, ALTER, OR REMOVE ANY RULE FROM THIS BOOK TO LEVEL THE FIELD OF COMPETITION. ALL DECISIONS MADE BY AUTO CITY SPEEDWAY INC. WILL BE FINAL AND BINDING TO ALL PARTIES INVOLVED.