

## **2008 Pure Stock Rules**

### **Safety**

- Four of five point safety belts and shoulder harness required.
- SFI approved full fire suit.
- Helmets are required and must be Snell SA90 or SA95.
- Helmets must be worn at all times car is on the track and must accompany vehicle at time of inspection.
- Belts must be mounted to cage.
- Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON".
- 360-degree drive shaft loop is required and must be constructed of at least .25 inches by two inch steel and should be mounted six inches back from front of drive shaft.
- Drive shaft must be painted white. All cars must have a racing seat fastened to roll cage. NOT bolted to the floor board.

### **Body**

- 1960 or newer American made stock passenger automobile with factory steel top.
- Sunroofs and T-tops must be reinforced and enclosed.
- All bodies must be OEM. No aluminum Body Panels.
- Stock Spoilers and Skirting OK.
- No wings, skirts, air scoops or anything that alters the stock appearance.
- May gut trunks for fuel cell.
- All hoods and trunks must be securely fastened and the back of hood must be sealed off from drivers compartments.
- No external rub rails allowed.
- All sharp edges, torn fender and body panels to be repaired prior to next race.
- Must have a minimum of three windshield bars in front of driver.
- Weight/Ballast optional. Must be painted white and securely fastened at the inspector's discretion.
- All glass, plastic, upholstery, rear seat, light, mirrors, and chrome removed.
- No interior tin or other covers.
- All doors must be secured shut. (Welded, chained, bolted, etc.)
- The front inner wheel wells may be removed, but not the rear wheel wells.

### **Frame**

- 101 inch minimum.
- Unibodies must be tied-rear frame to front frame.
- No station wagons, convertibles, four wheel drive or rear engines.
- Bumpers must be in stock location.
- Front and rear bumpers must be capped to fender the width of the bumper.
- No reinforcement of bumpers.

## **Roll Cage**

- A full perimeter four post roll cage with an X-brace in rear and rear kickers must be used.
- Roll bar padding required in driver's compartment.
- Fire retardant padding recommended.
- Roll cage must be securely welded to frame.
- Must have minimum of one cross bar in top halo of roll cage.
- Minimum .095 inch tubing at least 1.666 inch outside diameter for cages and door bars.
- Three horizontal door bars on both sides are mandatory.
- Must have tow hook front and rear.
- Front hoops allowed.
- May have two bars for protection in front of radiator, behind bumper, within confines of body, no wider than stock frame horns.
- Absolutely no square tubing or galvanized pipe allowed.
- Fuel cell protection bar may be used, mounted frame rail to frame rail, no higher than the fuel cell and inside the trunk area. Maximum 1.75 inch pipe.

## **Battery**

- Battery must be in a marine-type case securely mounted in a metal frame away from driver compartment.

## **Fuel**

- Gasoline fuel cell only, Maximum - 22 gallon.
- Must be securely fastened inside trunk of car.
- Firewall must be between driver and fuel cell.
- All cell mounts must be steel attached to frame/cage.
- No adjustable fuel cell mounts.
- Fuel must be in steel container.
- Check valve recommended.
- Fuel lines through driver compartment must be in steel pipe or conduit.

## **Steering**

- Quick steer is optional.

## **Brakes**

- OEM brakes on all four wheels must work.
- No after market brake pedal assemblies allowed.
- Disc Brakes are optional.

## **Suspension**

- Must be original type suspension and match the frame.
- No add on quick steer boxes.
- Racing shocks and springs allowed. Must be in stock mount.
- No spacer chains allowed.

### **Car Number**

- Must be clearly marked on both sides of car, 24 inch height and three inch stripe width, must also have car number on roof at least 18 inch height and three inch strip width.
- Number must also be on back of car.

### **Drive Train**

- Transmission must be OEM automatic with functional torque converter, or OEM single disc type clutch on manual transmission only. No triple disc or ram coupler.
- All forward and reverse gears must be operational.
- Torque converter must have a minimum 1/8 inch plug.
- No truck rear ends allowed.
- Rear end may be welded.
- No floater rear ends.
- Rear suspension must match frame.
- Nine (9) inch rear end is allowed.
- No hydraulic clutch.

### **Tires and Wheels**

- Stock (OE) 60's or 70's D.O.T., 14 inch or 15 inch passenger tires only.
- Tires must be inside body.
- No mud, racing or fancy, exotic, trick gumball tires allowed.
- No softening, siping or grooving allowed.
- Spoke steel wheels allowed.
- Maximum eight inch wheel.
- Reinforcing of stock wheels recommended.
- One inch lug nuts required.
- Racing wheels are allowed.
- Beadlocks allowed on right rear only.

### **Engine and Carburetor** The following rules apply to all engines.

- The engine must be stock for that model and make and in the original mounts.
- Stroke must match block.
- No porting or polishing or alterations of any kind to heads or intake.
- Must have stock valve covers.
- Headers allowed. Cast iron manifolds allowed or center dump type manifolds allowed. Exhaust must extend past the firewall. Must remain dual exhaust. Optional compression checks may be done.
- OEM cast iron intake allowed or GM aluminum intake allowed.
- Vacuum checks will be done. Must read 12lbs or above at 1000 RPM. No Vacuum Canister - will be checked. (Strictly enforced).
- Vacuum T must be in place.
- No electrical fuel pumps allowed. No aluminum flywheels. Aluminum radiators will be allowed. Any overflow tubes are to be directed to the ground, inside frame rails.

- All cars must run a stock two barrel or four barrel carburetor. No Holley, no racing carbs, may remove choke, but no other alterations allowed.
- Aluminum intake must be GM with firing order on intake or OEM intake.