

2019 Pure Stock V-8 Rules

Chassis and Body Specs

1. Any full chassis American made metal bodied car. No trucks, jeeps, vans, convertibles, t-tops, 4-wheel drive, or station wagons allowed. May run a uni-body chassis American made metal bodied car. A sub-frame connector may be used to tie the chassis together. This tubing should not extend past the original rails on the front or rear. Do not tie the suspension to these rails.
2. Rear wheel drive cars only. Minimum 107" wheelbase. Must be within ½" of the stock wheelbase.
3. The front, main, and rear chassis rails must remain in the car and unaltered.
4. You may remove the inner fenders. You may cut the wheel openings for tire clearance. All glass, chrome, grille and such must be removed prior to competition.
5. The body, body mounting position, and overall appearance must retain all stock OEM dimensions and original body lines and contours and must be centered over the wheels. The body must be made from magnetic steel, unless otherwise stated. You may run fabricated doors, front fenders, and hood: but they must appear stock and be securely fastened. The doors and front fenders must be made of magnetic steel or aluminum. You may run a composite hood. If the rear quarter panels are damaged, you may fabricate a new panel over the existing, with the same contours. No other alterations to the body.
6. A minimum of 6" ground clearance must be maintained on the nose and side rocker panels. Skirting allowed-maximum width 6", but must conform to stock rocker panel.
7. No boxed-in interiors allowed. Entire floor pan and firewalls must be un-altered.
8. The front firewall must have all openings covered in case of fire or fluid leak in the engine compartment. The rear firewall must be covered with sheet metal or aluminum to separate the driver's compartment from the fuel cell area, but the existing firewall must remain intact. Do not gut the inner trunk, tubs must remain over rear tires.
9. Must have the make of car and the required weight on the hood or front fenders.
10. Rear spoiler height is 7" maximum of surface material on top of the trunk lid. No side spoilers, rudders, or support braces. No roof or fender mounted spoilers or fins.
11. Stock appearing bumpers on the front and rear. Front and rear bumper bars are recommended. May run an aftermarket front nosepiece, if necessary.
12. Windshield is optional, if removed, you must have five protective bars on the driver's side. They must be between 4" and 5" intervals. They must be magnetic steel. No front side door windows allowed. You may fill in rear side openings, if applicable.
13. Must have make of car and the required weight on the hood or front fenders.
14. Must have a full roll cage secured to the chassis.

Suspension Specs

15. All suspension components must remain in their OEM mounting locations for the year make and model of the chassis.
16. The steering shaft may be collapsible. An aftermarket steering wheel and quick release are recommended.
17. The stock lower A-frames may not be modified, except for stronger ball joints and suspension bushings. May use aftermarket upper control arms, but must bolt in the stock location.
18. Must use stock type unaltered magnetic steel shocks bolted in the stock location, no heim joints on shocks. No coil-over, adjustable, re-buildable, remote reservoir, or air shocks allowed. No Schrader or bladder type valve. No shock covers. No external or internal bumpers or stops.
19. Springs must be in the original position. May run aftermarket springs with an adjustable bucket.
20. No screw jacks or wedge bolts. May run spring rubbers or shims.
21. Adjustable shackles and lowering blocks permitted with OEM magnetic steel multi-leaf springs.
22. **Dual master cylinders allowed. No adjuster allowed. May use an aftermarket pedal assembly.**
23. Any steel wheel 8" wide X 15" maximum. Bead lock rims permitted on the right side only. No wheel covers or rings allowed. May use foam mud plugs. Safety beads required on all wheels. One inch lug nuts recommended. No wheel flares.
24. Towel City Retread 27.5 X 8.0 X 15.0 (77 medium dirt-yellow mark) or a D.O.T. approved street radial are the only approved tires. No grooving, needling, siping, conditioning, or chemical alterations of any kind. Grinding is allowed.

Weights and Provisions

25. Full chassis cars must weigh 3200 pounds with the driver after the race. Uni-body chassis cars must weigh 3300 pounds with the driver after the race.
26. Racing fuel or pump gas only. No alcohol or fuel additives.
27. If it is not mentioned in the rules, consult a tech official with your questions.
28. Cars will be inspected for tech and safety items prior to competition. Tech official will have the final approval.

Engine and Drivetrain Specs

29. Maximum C. I. is 365. Engine must be in stock location, this means factory height and setback. You may run solid motor mounts, but they must be stock size.
30. No decking allowed on the block, may surface the top of the block to a maximum of .010. Must be a factory production steel block. All components of the engine must be stock production for the serial number of the block, unless otherwise specified.

31. Engine may be balanced, but no stroking or de-stroking of the engine.
32. Stock crankshaft and rods, no modification of any kind. May run the Eagle assembly part # ESP-B13402E-030. May use aftermarket 3/8" ARP rod bolts or equivalent.
33. Stock type pistons, OEM aftermarket type permitted. No dome top pistons or Keith Black racing pistons of any kind. Must be a four valve relief piston.
34. Stock flywheel -- 14 pound minimum. Stock clutch, may be hydraulic. Pressure plate and release bearing must be stock type or OEM replacement. No oil coolers.
35. Stock production head, no modification of any kind. May use OEM factory Vortec heads casting # 12558062 or # 10239906. No angle plug heads on GM cars. No minimum C.C. on the heads. No angle milling, cutting inside the valve pocket, or three angle valve job.
36. Pin studs or screw-in studs allowed. Push rod guide plates allowed. No stud girdles.
37. Must have stock size steel valves, valve springs, and retainers – no cutting for valve springs. Stock size single valve springs (1.250). Maximum valve sizes are 1.940 intake and 1.500 exhaust. Must be stock type rocker arms or Summit roller tip rocker arms part # SUM-141506, no aftermarket shaft rockers. May use poly locks or stock nuts.
38. 450 maximum lift cam, checked at the valve. Must use hydraulic lifters. No mushroom lifters.
39. Must run unaltered factory stock cast-iron intake or part # EDL-2101. No spacer allowed between the head and the intake. Must use intake part # EDL-2716 with the Vortec heads.
40. Must run a factory stock four-barrel carburetor, no modification except for jetting and choke housing. Or may run a Holley 500 CFM (4412) or equal replacement in the place of the stock four-barrel. No modification except for choke housing, main jets, and power valve. It must pass all of the track tools. Maximum 1" spacer/adaptor allowed to fit the 500 to the intake.
41. Mechanical fuel pump only.
42. Must run a stock distributor, no high performance Billet or MSD ignition system. May change the distributor cap and run a remote coil. Must run an operable starter in working condition.
43. Headers permitted. Exhaust must exit the rear of the manifold. No zoomies or cross-overs. Unaltered Schoenfeld part # 112530 mufflers or equivalent must be used. Must use a 3" to 2.5" reducer with a minimum 12" long X 2.5" diameter exhaust pipe beyond the mufflers.
44. No test parts or Corvette parts of any kind, unless otherwise specified.
45. May use the GM 602 crate engine with the Holley 500 (4412) carburetor.
46. Transmission and differential must be stock manufactured OEM production. The transmission must have a minimum two forward gears and one reverse, plus neutral position. You may run an automatic transmission. May run transmission cooler. Drive shaft must be magnetic steel.
47. All cars must have an approved scatter shield and/or approved bell housing.
48. **May run a Ford 9" or floater rear end with OEM stock type disk brake calipers, no aluminum components.** May convert the GM rear end to disc brakes. You may weld the rear end gears or run a spool, but no other aftermarket devices. Must have four wheel working brakes, no shut-offs allowed. May cut top trailing arms for pinion angle, bottom must be stock length.