

PURE STOCK RULES

The sole intent of this class is to provide a low cost entry level class. These cars are to be strictly stock and intended to stay that way. Any infractions to these rules and the car and driver will be disqualified from the class. Officials decisions will be final. Officials will deal with drivers only. Drivers are responsible for the conduct of his pit crew and will be penalized for their inappropriate behavior.

1. Parents of minors, the driver is the spokesperson for the car, NOT you!!
2. If you hold a license (temporary or regular) in any other class you WILL NOT be allowed to race a pure stock.
3. The minimum age of the driver is 14 years of age. Any driver under the age of 19 must have a release form signed by a parent/legal guardian.
4. All cars must be safety inspected prior to being allowed to race. If any car is found to be unsafe by race officials that car will not be allowed to race until the infraction is corrected.
5. Random checks will be done on any number of cars. Motor teardowns may be performed by track on any car.
6. Full face helmets (Snell SA2000 or newer required), fire suit, window net and seat belts are mandatory at all time on the track.
7. No alcoholic beverages may be consumed until ALL classes of cars have completed racing. Violation of this rule will result in disqualification and/or suspension.
8. No un-sportsman like display of temper on the track, in field or in the pits at anytime.
9. Penalties: If found illegal, fines and/or penalties will be imposed by Spring Lake Speedway. Fines must be paid prior to a driver competing in the pure stock class or any other class at Spring Lake Speedway.
10. Anything not covered in these rules or the general track rules will be decided by track officials. OFFICIALS DECISIONS ARE FINAL.

CAR AND BODY

1. Car must be stripped of all chrome moldings, emblems, pot metal, plastic and fiberglass to keep the track clean. Any 1950 or newer sedan, coupe or wagon is eligible. NO PICKUPS, RANCHEROS, EL CAMINOS, OR 4WD VEHICLES.
2. Minimum stock wheelbase allowed will be 108" full frame. NO CAMAROS, FIREBIRDS, ETC. 110" unibody with sub-frame installed. No wheelbase alterations.
3. Driver protection roll bars are required. No roll bar may alter the geometry of the car in any manner. It can be used only to keep the car off the driver in the event of a roll over. Six point roll cage of 1 5/8" tubing minimum (brace box). CAGE MUST BE FROM THE FRAME TO ABOVE THE DRIVERS HEAD. The cage may extend back to the rear bumper, but may not extend farther forward than the rear of the "A" frames. One radiator protection hoop of the same size type will be allowed in front of the radiator and no wider than the frame rails. One brace bar per side allowed from top of hoop to frame and will be no further back than the front of the "A" frames or a single hoop allowed on front of car only. Hoop must be wider than the frame rails and mounted just past radiator and must not be past the nose piece.
4. Original gas tank must be removed and a fuel cell used.
5. Bumpers must be anchored securely by welding, chained, or bolted to the body. No sharp edges. No bumper hoops (front or rear). Instead of the stock bumpers a 2" x 2" x 1/8th wall square tube can be used front and/or rear. Tube will extend no more than 6" past frame rails and no sharp edges allowed. Tube will have three inspection holes

- 1" in diameter in bottom of bumper with one being centered. If ends are capped there will be a 1" inspection hole in cap. Tube style bumpers must either be covered with stock bumper or nose/tail cone.
6. No bracing of any kind any place on the car.
 7. All doors must be welded, chained or bolted shut. Door bars allowed (maximum 1"x1"x6"). No sharp edges.
 8. All glass and flammable materials must be removed from the car prior to arrival at the track. No broken glass left in the car!
 9. Battery must be securely strapped in vehicle trunk.
 10. All floor plans and firewalls (both front and rear) must be in place with no cutting of any kind any place on the body. The body must remain stock and in stock position. After market (steel only) body parts will be allowed. Wheel clearance may be cut. Top of front fenders must have all stock mounts. No cutting allowed. Must have original hood hinges and mounts.
 11. Racing seatbelts with shoulder harness must be in place and used. Belts must be three years old or newer.
 12. THE COMPLETE BUMPER TO BUMPER STOCK CAR MUST BE RETAINED. THERE WILL BE NO ALTERATION OF ANY KIND TO ANY PART OF THE CAR. NO SECTIONING, CHANNELING, CHOPPING OR ANY OTHER ALTERATION WILL BE ALLOWED. HOODS MUST BE KEPT IN PLACE AT ALL TIMES. WHEEL RADIUS ONLY MAY BE CUT.
 13. Driver protection door bars mandatory and must be inside of the car. Door bars must be covered by a single sheet of 16 gauge steel and securely welded to the outside of the door bars.
 14. Steel screen to cover at least ½ of the windshield opening. Must contain a minimum of three vertical bars securely fastened at top and bottom in front of driver. Window net is mandatory.
 15. Aluminum radiators are allowed.
 16. Minimum of 18" high numbers will be clearly displayed on both doors and the roof. Numbers a minimum of 6" high will be displayed on the front of the car.

SUSPENSION

1. Weight rule: Minimum 3200 pounds with driver after race. The top three in heats and top five in feature must cross the scale to be weighed. Weights may only be added directly above the rear axle dead center between shock mounts. Minimum of 2 ½" bolts must be used to mount weights. Car number must be on weights.
2. No modification of suspension is allowed. All parts must be strictly stock. No spacers, chains or racing suspension. Stock springs only. No racing springs allowed. Springs to be measured as follows: **GM-17mm wrench must fit over the rear springs with no clean up of spring. **FORD and MOPAR spring sizes to be determined. If you know you have stock springs you should not have any problems, we are waiting on manufacturer's' specs. NOTE: ALL MEASUREMENTS ARE WITHOUT CLEANUP OF SPRING.
3. There is a \$40.00 claim on all four shocks - no exchange, outright only. Shock claim money must be in tech official's hand before feature race begins.
4. Brakes must be able to lock up all four wheels. Four wheel brakes are mandatory.
5. Stock ball joints only. No offset ball joints. Stock "hard" bushings only, no O.E.M. "soft" bushings allowed.
6. Stock rag joint may be replaced with a U-Joint.
7. No rack and pinion steering.

TRANSMISSION AND REAR END

1. Transmission claim rule is \$250.00 in cash, no wrecker money needed and refusal is a \$150 fine with a two week suspension.
2. Drive shaft must be painted white. Safety loop mandatory towards the front of the drive shaft that measures 2" wide by ¼" thick continuous hoop welded or bolted to chassis.
3. Automatic transmissions only. Stock working torque converters only 12" minimum. NO POWER GLIDES OR METERIC 200'S. Transmission must have three speeds forward and one reverse.
4. Stock rear end/gears only. Locked rear ends allowed. No limited slip or posi traction allowed. Aftermarket stock replacement axles will be allowed (Mark Williams or Moser Axles as an example).
5. No independent rear suspension.

ENGINE

1. Engines which are standard bore must use stock positions. Engines may be bored to a maximum of .040 over the standard bore size. Stock type case aluminum dished pistons, with a minimum recess of .040 MUST be used in any engine with an overbore. All engines, including those that are overbored from standard size must still adhere to the maximum compression rule. 9.5 to 1 compression ratio, 150 compression maximum. No intermarriage of rods or crankshifts to blocks allowed.
2. The engine must be the same make as the Chassis. GM to GM, Ford to Ford/Mercury/Lincoln or Mopar to Dodge/Chrysler/Plymouth. Must have original mounts and may not be altered in anyway. STOCK CAMS ONLY!!
3. Motors: 307 Olds, 305 Chevy, 302 Ford and 318 Mopars only. No fuel injection. Stock appearing oil pans, no kick outs. 410 life rule + or -10. No angle milling or performance enhancing work on heads or blocks. Blocks may not be decked. Stock heads only, no vortex heads. No grinding of any castings. Casting marks and numbers may not be removed. Valve size must match head used. 1.86 valve maximum, 1.5 exhaust maximum. No more than .40 valve shims allowed to obtain stock valve height. No interchanging of rocker arms, ratios. No screw in studs. No roller cams. Stock balancer only, aftermarket balancer allowed but must be minimum of 6 ¾" in diameter and 1 ⅝" in width/thickness. No lightening of balancer. No aluminum balancers allowed. Stock ignition only (stock working order). No aftermarket ignition allowed. O.E.M. distributor only. No center dump manifolds, must be cast iron only. No factory O.E.M. or aftermarket type of header allowed. No 1987 or newer truck manifold allowed. Exhaust must extend beyond the driver's seat. Oval offset muffler ONLY. No clamps, muffler must be welded.

CARBURETION

1. Holley "4412" carburetor only. No alterations allowed, must maintain stock measurements. \$250 claim on carburetor.
2. No open air cleaners.
3. Carburetor adaptor rule - maximum 1" thick aluminum spacer only with two straight perpendicular holes the sale size. No adjustable spacers or sliders allowed.
4. Stock fuel pumps only. No electric fuel pumps. ⅜" maximum diameter fuel line. No race gas, pump gas only.

TIRES AND WHEELS

1. Wisconsin 35 Hoosier tires only. Grooving, siping and grinding allowed.
2. Both front wheels may be reinforced to prevent their loss during the race. Stock or steel spoke wheels with 3" offset only. 8" wide wheels allowed. All wheels MUST use oversize lug nuts.

3. Loss of a tire or wheel or flat tire means you leave the track immediately.