

Pure Stocks

(We are giving this class another chance to build car count, if car count is not above 10 cars by the end of March, we will reconsider other options for this class.)

CARS:

1. Any American made car with a minimum wheelbase of 104 from factory. Wheelbase may not be altered. 1" tolerance for adjustment. Body must be stock appearing for chassis or tech approved.

CARS WEIGHT:

1. All cars will weigh a min. of 3300 lbs. Max left side with driver coil spring 55%. Leaf spring 53%. This may change with the competition.
2. Standard clutch and transmission 75lb penalty.
3. Stock Complete Drum Brakes 50lb Weight Break. 3250 total weight.
4. BALLAST MAY BE ADDED AND MUST BE PAINTED WHITE WITH CAR NUMBER ON EACH PIECE.

Body:

1. Must retain stock roof A and B post. Must retain stock hood and trunk may be gutted but must retain stock floor pan and firewall for car being used. Hood must seal to cowl or windshield.
2. May use sheet aluminum or steel to skin doors, fenders & quarter panels. Must be stock in appearance. No slab side. Door must mount to rocker. No filler panel.
3. Spoilers 5" no wider than body.
4. All holes in driver compartment must be sealed.
5. May remove rear floor to just behind B post of body, and Rear firewall but must have 22 gage steel firewall sealed tight separating driver from fuel cell. May box in behind driver.
6. All cars must have full clear Lexan windshield.
7. Body must mount in stock location on frame, no sliding or shifting. A -post mounting in correct frame hole both left and right.
8. Hood must have a min of 2 pins in front and 2 in back.
9. Trunk lid must have 2 pins and 2 hinges or four pins.
10. Fiberglass hood ok, fabricated steel stock appearing trunk lid ok.

BUMPERS:

1. May run pipe bumpers maximum of 1 ¾ OD .95 wall or stock bumper for car must be mounted in stock location with chain rapped & welded to frame. Must have round corners and turn back into chassis. No open ends must be capped.

CHASSIS & SUSPENSION:

1. All suspension parts must be stock for the year make and model of car being used in stock location. A frame bolts may be changed for camber ADJ.
2. Any coil spring allowed but must fit in stock location without alteration of bucket.
3. May use adjustable bucket but must have to be removed to be adjusted.
4. Leaf springs, stock multi leaf only. May use lowering blocks and multi hole rear shackles for adjustment.
5. Sway bar must be stock for car being used. May use max 1 1/4 Inch diameter.

SHOCKS:

1. steel body stock shocks. Must mount in stock location a \$100 claimer for 4 shocks after race. Must finish on lead lap. No Heim end shocks.
2. 5" ground clearance min.
3. May replace bushing with polyurethane. Fabricated A arms o-k if same mounting points and weight and length as stock. Tubular A-Frames ok with Stock Mounting points.

ENGINE:

1. Must be same manufacturer as car being used, mounted in stock location. Maximum cubic inch 362. Stock stroke crankshaft for engine being used max over bore .060

CRANKSHAFT:

1. Stock production or OEM stock replacement 50lbs. min. balancing permitted by drilling holes, no grinding. No knife edge or bullnose cranks permitted. No polishing on crankshaft.

RODS:

1. Stock production rods or aftermarket stock replacement. OEM length for engine being used only.
2. No high performance rods. Grinding on rods for balancing only, No polishing on rods.

PISTON:

1. stock replacement must be same configuration as stock cast or forged GM, Any flat top piston minimum ring 1/16, 1/16,3/16. No fly cutting. Floating pins OK.

CAM/ROCKERS:

1. Hydraulic flat tapped cam only. Maximum lift 450 at valve. Check at push rod or cam lobe times the rocker. Guide plates OK. Double roller timing chain OK. Cam button OK.
2. Rockers must remain stock for engine GM 1.5, Ford 1.6, Mopar 1.5

Heads:

1. Stock production OEM cast Iron cylinder head for engine being used. No Vortec , No Mix Matching – GM 350 heads on 350. 305 on 305 no less than 63 CC' on 350. Max compression 180 lbs.
2. Ford 351 heads on 351. 302 on 302 max compression 180 lbs.
3. Mopar 360 heads on 360. 318 on 318 max compression 180 lbs.
4. No porting or polishing, No gasket matching, No grinding of any kind.
5. May have 3 angle valve job, no angle more than 70 degrees. May run screw in studs, must be stock size.
6. No angle plug heads.
7. 1.94 intake, 1.50 exhaust, max valve size. Stainless valves OK.
8. Valve spring must be stock size and symmetrical from top to bottom 1.250" diameter.
9. COMPLETE TEAR DOWN INSPECTION MANDATORY FOR ALL, INCLUDING CRATE 602 MOTORS. MAY RUN GM 602 SEALED CRATE ENGINE AS CAME FROM FACTORY, NO MODIFICATIONS OF ANY KIND, SUBJECT TO INSPECTION BY OUR TECH. GM Part # 88958602 Only. 9.1 to 1 Comp. No options allowed!

INTAKE MANIFOLD:

1. Stock OEM cast iron, no porting or polishing or port matching. No bowties or marine intakes.
2. Edelbrock Performer GM 2101/7101, Ford 2121/7121, Mopar 2176/7176
3. MOTOR MOUNTS MUST BE STOCK CONFIGURATION FOR CAR BEING USED. Can be bolted together, chained, steel fabricated with engine located in exact stock location. No tolerance.

CARBURETOR:

1. Must run stock Holley 4412 500 CFM only, no modifications except as specified. May remove choke plate & shaft. May change jets & power valve. 4412 Ultra Not Allowed
2. May use any adaptor from carb to manifold Max thickness 1.625 including gaskets.

COOLING:

1. Electric fan OK. Stock water pump, belt driven by crankshaft only.

EXHAUST:

1. Stock OEM cast iron manifold or under chassis headers with max of 2 ½" exhaust pipe throughout. Must exit behind driver. Must be securely fastened under car. No X pipes, No H pipes. 2 into 1 exhaust OK max 5" exit pipe.

TRANSMISSIONS:

1. Stock automatic transmission with all working gears, must have all stock parts, No light weight parts. Fully working torque converter min 10" diameter. No lock up converters, No power glides.
2. May run 3 or 4 speed manual transmission with stock clutch & flywheel (L88 flywheel ok 14# min.) OK. 75 lb. weight penalty. No light weight parts.
3. Stock clutch & clutch disk no 5 or 6 speed transmissions.
4. Must have some kind of working shifter, NO push pull rods.

WHEELS AND TIRES:

1. Racing wheels 15 x 8, may run any combination max 2" offset difference from left to right.

2. HOOSIER 8" TREADED.

REAREND:

1. Must be stock for year make & model of car being used. May be lock. No limited slip, No full spools.

BRAKES:

1. Must have all 4 wheel working brakes. Stock pedal & master cylinder, may remove factory proportioning valve. No aftermarket brake bias. Stock Disc Brakes on rear ok. (Stock Complete Drum Brakes 50lb. Break)No aluminum drums or parts anywhere in the system.

IGNITION:

1. 12-volt battery only, must be mounted in driver compartment behind driver's seat, but must be mounted securely & in a box with a lid. Stock OEM distributor, no high performance parts. No MSD coils or modules.
2. Alternators okay, must have master cut off switch clearly marked and easily accessible.

FUEL:

1. Fuel cell mandatory maximum 22 gal, must be mounted in steel can. Minimum of 22 gauge.
2. Must have a 1 ½ fuel cell loop protecting cell from being hit by other cars.
3. Fuel cell must have 10-inch ground clearance.

SAFETY/ROLLCAGE:

1. Roll cage must be constructed of min 1 ¾ .095 wall round steel tubing, full four post roll cage, must have a min of four (4) door bars on driver side, & three (3) on passenger side & must extend out to door skin. ALUMINUM racing seat mounted to roll cage, racing seat belts (See Safety rules). Recommended driver's side door bars be plated with 1/16-inch steel plate (11 Gauge) or thicker.
2. May mount radiator directly to frame, may use round tubing to protect it.
3. Drive shaft loops (2) mandatory, 12 inches from each u joint, drive shaft must be painted white.
4. ALL CARS MUST HAVE FIRE EXTINGUISHER IN DRIVERS REACH.

PROTEST: (see protest rules)

1. PROTEST MUST BE PAID TO TECH WITHIN 10 MINUTES OF RACE COMPLETION (NO EXCEPTION). Must finish on the lead lap. Tech discretion
2. The track reserves the right to add weight at its discretion for the fairness of competition.
3. If these rules do not say you can do it then don't do it!

SPECIAL NOTE:

1. Read the general rules of Desoto Speedway and know them.
2. All restarts will be done with the cone.
3. In the event of an accident, drop window net to let officials know you are ok. Do Not Exit Car.
4. Any driver that gets out of their car with the exception of a fire and your feet hit the asphalt before a safety or track official arrives will be disqualified.
5. If you charge or throw anything at another driver, you will be fined and suspended. NO EXCEPTIONS