

PURE STOCK RULES 2008 SEASON

GENERAL

This is a production division, unless specifically listed below as an allowable modification; you may not change or modify the car parts in ANYWAY. Note: No grandfathering will be allowed.

CAR ELIGIBILITY

1950 and newer American made, passenger cars. No convertibles, El Camions, no Nova or Camaro platform cars. Minimum wheel base 108". Minimum weight 3275 lbs. Cars with wheelbase less than 111" must weigh minimum of 1800 lbs. across the front. Weight added to the car must be painted white, clearly marked with car number, and securely fastened to a protected portion of the car with a minimum of two ½ inch bolts. Weight buy back is \$2.00 per pound.

BODY

Fenders may be trimmed (if not excessive) to remove rust out. You may add a steel protector plate to the driver's door. Stock appearing bumpers required. Bumpers may be welded in place. Bumper ends must be capped and have supplemental attachments to the fenders which prevents the hooking of bumpers. OEM or aftermarket plastic nose and cover allowed providing stock appearance is maintained. 6" minimum front air dam height.

STRIPPING AND GUTTING

All flammable materials, including carpets, pads and door panels must be removed from interior trunk, except dash pad. Seat must be changed to racing seat. All exterior trim including lights, body moldings, door handles, mirrors, ect. Must be removed. All glass except front windshield must be removed, may be replaced by Lexan. Center brace required with Lexan window. Air conditioner compressors, smog pumps, excess wiring, wiper motors, heater and air conditioning boxes and coils may be removed, holes left in firewall must be covered. Drivers compartment must be separated by complete metal firewalls from engine and trunk compartments. Doors must be bolted, strapped, or welded shut. Hood and trunk must be secured with hood pins only. No other latching devices allowed. Body mounting bushing material is unlimited, stock dimensions must be maintained.

ROLLCAGES

Roll bars are required. Cages should be installed, and constructed so the B hoop is higher than drivers head however, no portion of any bar or cage may pass through any firewall to hook to, or stiffen the frame beyond the area of the driver's compartment. 2" - .120 tube recommended, if cage or bar is mounted to the floorpan a 12" x 12" steel plate should be used at hoop mounting points, gussets at main intersections recommended. Door bars are suggested. Radiator mounting hoop allowed, no support in front of radiator nor behind frame kick-up. It is your responsibility to construct a cage assembly capable of protecting you from injury. If running a uni-body car you may connect front and rear stubs with rectangular steel tube.

TIRES AND WHEELS

Maximum 7" wide rims. Must be consistent, all 14" or all 15". Minimum clean wheel weight: 22 lbs. No aluminum or mag wheels. Racing rims mandatory on both fronts. Maximum backspace on any wheel is 3" (4" is OK, 2" is NOT). 1" lug nuts required. Stock 75 or 70 series passenger

radial tires only. Must use all 70's or 75's. No mix matching. No fancy, exotic, or made for racing tires of any kind. No recaps. No softening or treatment of tires. No LT tires allowed. Maximum size P235. Track may claim any tire at any time for \$50.00

BATTERIES

Steel to steel tie downs required. Batteries mounted in passenger compartment must be in a plastic case sufficient to hold the entire acid content of the battery in case of rollover.

ENGINE

Stock, stock mounts, stock location. Stock cast iron block, heads, and intake required. All engine parts must remain in their original "as cast" configuration. Any modifications are illegal. Maximum displacement 360 cubic inches, Mopar 366 CID. Fords must use 351 Windsor block and heads. Carburetor as installed by manufacturer on the baseline model (one 4 bbl max., no Holley carbs), factory snorkel type air cleaner or 14" x 4" max after market air cleaner with solid steel top and bottom and paper element, no flow control designs allowed. One engine movement limiter (cable, chain, or rod) may be installed. (HEADS) NO aftermarket, bowtie, SB Chev .450 inches on Ford or Mopar at the valve. Cam lift may be measured off of lifter side of rocker. Rocker arms must retain stock ratio (1.5 on SB Chevy). No aftermarket or roller type rockers allowed. Engine compression limited to 150 lbs, 0 tolerance. Crank must match block, A 3/4" inspection hole must be drilled in the side of the pan in line with crankshaft journal and ID number.

TRANS & REAR AXLE

Stock, unmodified automatic as manufactured, and delivered, with working forward and reverse. A trans cooler may be added but must be under hood located between fan and firewall. A driveshaft loop of 1/4" steel 1" wide is required. Rear axle may be open; factory limited slip or locked no aftermarket limited slip or ratchet styles allowed. Any ratio allowed. Moser engineering OEM replacement axle shaft allowed.

BRAKES

Stock, must be capable of locking all 4 wheels independently. Stock proportioning valves only.

EXHAUST

A complete leak free, tight exhaust system with a maximum size of 2.25 o.d. must be run from the engine to an area behind the driver and must incorporate (1 or 2 depending on system) approved mufflers. No "H" pipes. Stock Y pipe allowed, no other 2 into 1 systems. Approved muffler numbers: NAPA 17713 or 17714, Dynomax or Walker 17731 or 17732. No center dump exhaust manifolds. Loss of muffler will be grounds for black flag. Decibel limit 88.

STEERING AND SUSPENSION

Stock only. Absolutely no modifications. Camber limited to a maximum of 5 degrees. Maximum sway bar size 1.250" Front control arm bushing material is unrestricted stock dimensions required (no Heim style joints). Rear control arm bushings limited to nonoffset rubber or urethane only stock dimensions required. Minimum ground clearance 6" at crossmember. Ride attitude must be maintained. Any spring rate is allowed. Nonremotely adjustable spring spacers allowed. Any steering wheel allowed, stock column required. On GM metric chassis the Coleman GM metric replacement steel rotor and hub assembly is allowed.

COOLING SYSTEM

Any radiator allowed which will fit in stock brackets. 180-degree fan shroud required. Minimum one-gallon overflow required mounted in engine compartment. No electric cooling fans, water only in radiator.

FUEL TANKS

Cells are recommended. Tanks, if used, should be plastic marine type and must be relocated inside the trunk area. Tank, must be securely fastened to the trunk floor with a minimum of two, 1" by 1/6" straps in each direction, bolted through the floor using doubler plates or installed in a safely constructed frame. Tanks shall not be mounted within 10" of the rear panel or extend beyond the frame rails. No bottom draw tanks. Maximum size 16 gallons. Fuel cells are clearance. Minimum ground clearance 10". (Cell required on wagons.)

PAINT AND NUMBERS

No spray bomb numbers. Numbers must be neat appearing and at least 16" high on both doors. If your number is a duplicate, officials may assign an initial to your number.

SEAT BELTS

(See Marshfield Super Speedway Track Rules)

WINDOW NETS

(See Marshfield Super Speedway Track Rules)

FIRESUITS, GLOVES, & GOGGLES

(See Marshfield Super Speedway Track Rules)

IGNITION KILL SWITCH

(See Marshfield Super Speedway Track Rules)

TOW HOOKS

A secure towing device (hook, ect.) MUST be in place both front and rear. Securely fastened and located so as not to present a hazard in the event of contact.

RUBRAIL

Side rub rails maximum 1" square tube. Must have 45 degree capped ends. Must be securely mounted no further than 1" from end of rub rail. Competition committee members will closely inspect rub rail mounting.

SPOILERS

Spoiler may be stock or fabricated if less than 5".

RADIOS

Radios are not allowed.

TIME RULE

Marshfield Super Speedway may implement a time rule at any time. If a car is going faster than the average time in any given lap, that car will be penalized.