



Pure Stock Rules for 2012

(Last Updated 01/09/11)

SAFETY

1. Receivers will be MANDATORY in 2012. You can purchase one from Dirt Track Specialties in Ft. Smith at 479-434-3340, Race Ready at 1-888-658-8481 (www.getraceready.com) or RH2 at 1-877-357-RACE (www.RH2way.com).
2. All glass, chrome, and flammable material must be removed. Dash may be removed. Remove all material that could be a fire hazard.
3. Fire extinguishers are required and must be mounted within driver's reach. Dry type only.
4. Roll cage must consist of continuous hoops, minimum 1.50" O.D. tubing with wall thickness of at least .095" for main cage, low carbon or mild steel recommended. Minimum of 6 point roll cage required. Minimum of 3 door bars welded to OEM frame on both sides.
5. Must have a minimum of four window bars in front of the driver for protection.
6. Racing fuel cell mandatory with a can. Must be secured in the trunk area.
(See General Rule 30.j. for mounting instructions and more fuel cell information.)
7. Each car must have tow hooks on front and rear. The track will not be responsible for damaged done while towing.
8. Please refer to General Rules for more safety information.

ELIGIBILITY and BODY

9. This class is designed to be an inexpensive class, specifically for racers who are less experienced.
10. American-made full-body rear-wheel-drive passenger car or pick-up.
 - a. Must be full or unibody frame car with factory steel body. Must be 108" wheelbase minimum. If running unibody car, must tie front frame to the rear of frame. Single tube only.
 - b. No convertibles.
 - c. Rear suspension must be OEM. No alteration.
 - d. Cutting fenders is allowed for tire clearance.
 - e. Car must be stock appearing.
11. All doors must be welded or bolted shut. Door skins are okay
12. Must have stock unaltered floor pan and firewall front and rear. Stock trunk must remain. Front and rear firewall must be completely closed off from trunk area and engine compartment.
13. Quick release steering wheels are okay.
14. Car and driver must weigh 3000 lbs following the race. (See General Rule 30.k. for adding weight)
15. Car numbers must be easily readable by the scorers. Size requirements are 18" X 5" on both sides and 24" X 5" on roof. Number color must contrast car color. (See General Rule 4 for more information.)

ENGINE

16. Chevrolet, Mopar, Ford V8 motors--350 cubic inch limit. Must be strictly stock. May overbore to .060 (Sixty-thousandths) maximum. Heads must match engine, 350 on 350, 305 on 305, 302 on 302, etc. OEM crank.
17. Flat top or dish pistons only
18. Hydraulic camshaft only (basically a stock-profile camshaft). Camshaft lift at lobe .278. No bleed down lifters. Camshaft lift must not exceed .425" at the valve on intake/exhaust. Engine must pull 16" of vacuum at 1,000 RPM's.
19. Stock rocker arms only, 1.5 maximum.
20. Stock type distributor only.
21. Cast-iron heads only. Throttle body heads okay. No vortec, power pack, or double hump heads. No racing-machined heads of any kind allowed. Stock screw-in studs okay. Poly lock okay. No shoulder studs or guide plates. All heads must have factory mounting holes in front of heads.
22. Intakes allowed: Stock OEM Cast Iron Intake
23. Carburetors allowed: 4412 2-barrel unmodified carburetor or Quadra-jet 4-barrel carburetor only. Spacers allowed for carburetor adaptations.

24. Stock OEM cast-iron exhaust manifolds only. No center dump manifolds allowed. Exhaust must extend past driver. No headers allowed.

25. Fuel-pump gas only. No racing fuel or alcohol.

DRIVE TRAIN

26. Transmission—Must have OEM transmissions. 11" Flywheel, stock clutch. Functioning OEM torque converter required (no dummy torque converters). Coolers okay, must be mounted in front of radiator.

27. Rear-end—Must remain stock. Open spider gears and pin only. Cannot lock rear-end. No positraction (posi-trac) or limited slip rear-ends. 9" Ford OK, mounted in stock position.

28. Drive shaft must be painted white with car number on it. Must have front drive shaft safety loop located 10" from tail shaft of transmission. Made of 2" x ¼" — strap.

SUSPENSION and TIRES

29. Suspension must remain stock. Coil or leaf springs. No racing shocks will be allowed.

30. Wheels must be stock type only. 8-inch wide maximum. Racing type OK.

31. Tires—8-inch asphalt take-offs or DOT tire 235-75-15 maximum. G60 IMCA type tire must durometer at 50.

CLAIMS

32. Engine may be claimed for \$1,000 cash or \$500 and swap. Driver being claimed has choice of swap or no swap.

a. Claim must be turned in within five (5) minutes of A-feature completion to head tech official.

b. Driver making claim must have raced at Outlaw Motor Speedway the previous two weeks.

c. Driver making claim must just finish on lead lap night of the claim.

d. If claim is refused, driver will pay \$300 into the points fund before he/she will be allowed to race again at that track. Driver will also forfeit points and pay earned for that night.

e. Only top four finishers are eligible to be claimed.

f. Claim money must be turned in at time of claim. Cash only.

TECH

33. Car Protest—\$150 protest fee. Cash only. Only driver must make the protest, not crew. \$50 of the protest fee goes to the point's fund. Protesting driver must be a registered driver at this track to protest. See protest rule #38 for more information.

34. Three Wins—any driver that wins three races within one racing season will go through an extensive technical inspection, which could include but is not limited to bumper-to-bumper inspection. (In layman's terms, if you are cheating we will find it).

35. Track reserves the right to change or amend any rule at any time.

36. No creative interpretation of rules. If you have questions, call us before you are disqualified.

37. FINAL NOTES: Drivers, if it does NOT say it, that doesn't mean you can do it. Call the track's TECH before you do anything to your cars that might be questionable. OEM does not mean HIGH PERFORMANCE. If you cannot find the OEM part at your local parts store, then chances are you cannot run it.

PROTEST RULE

38. Protest fee is \$150 per item protested

a. Driver protesting must finish on lead lap to protest car.

b. Protest must be in writing, with what is being protested, money in hand and turned in prior to A-feature race taking the track to head tech official.

c. Driver making protest must be present while item is being protested. Crew members of protesting party are not allowed into the tech area.

d. If protested driver is found legal, then the \$150 goes to the protested car. If the car is found illegal, the driver loses points and money earned for that night. The protester gets the \$150 back.

