

2022 Pure Stock Rules

This class is also required to comply with all rules and procedures in this document including:

- WISSOTA Safety Gear Requirements, Point System, Protest Rule, Pumping Rule, etc.

The SPEEDWAY reserves the right to refuse any car if it is not within the original concept or rules of this class.

Cars

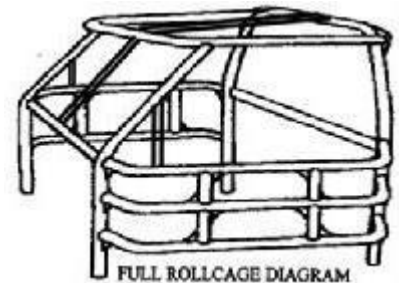
- Minimum wheelbase of 100 inches.
- No trucks, vans, or convertibles of any type.
- All bodies, steering parts, bumpers, transmissions, and frames must remain stock OEM and in stock locations unless otherwise specified.
- No add-on parts allowed unless specified.

Body

- Front and rear firewalls and floorboards must remain stock.
- Door skins and quarter panels may be replaced with stock OEM or sheet metal of the same thickness and must conform to the body and remain stock in appearance.
- All upholstery must be removed from the car.
- Wheel wells may be cut out and rounded.
- Rear trunk floor may be removed for both full frames and uni-bodies.
- Passenger and driver's side floor can only be repaired with sheet metal, but must be same minimum thickness as the stock metal floor or thicker.
- Closing in of the passenger-side compartment is allowed (cockpits).
- All window openings must remain open.

Roll Cage

- Steel tubing for roll cage must be at least 0.095 inch (1.565 on micrometer) wall and 1.66 minimum outside diameter.
- No pipe fitting or galvanized tubing allowed.
- Must have a 3/16th inspection hole in a non-critical area.
- Roll cage must conform to interior.
- Driver's head cannot extend past top of roll cage.
- A 4-point or 6-point frame mounted roll cage is mandatory and must have one main rollover continuous hoop to extend from the frame up to the roof, across and back down to the opposite side frame.
- Must have two bars from top of the main hoop, going forward, bent (approx. 30 degrees) at the top of front window and (approx. 60 degrees) at the bottom of the window, continuing to front frame (both sides).
- All other cross bars to be gusseted and butt welded.
- A minimum 18 gauge door plate is mandatory. The door plate must be attached to the outside of driver's door bars and extend from the top of the door bar to the bottom of the door bar and extend the full coverage of the seat area with a minimum of 6 inches in front of the seat area.



- j) Minimum of 3 Torso or Kidney bars made of the same material standards as previously listed, must be welded horizontally and equally spaced between window opening and lower door jam. These bars must be welded to the roll cage with ¼ inch gussets along the inside of the driver's door.
- k) Roof bar, front window bar and front corner posts required.
- l) Must have an Earnhardt bar located in the middle of the *windshield* and be the same thickness and material as the roll cage.
- m) All bars must tie into frame with gussets.
- n) Full size uni-body cars must use a minimum 12-inch x 1/8th inch square floor plate bolted or welded to floor (for roll cage).
- o) Uni-body cars must use a sub-frame connector; minimum 2" x 2" x 0.125 inch square tubing.
- p) Full frame cars may replace rear frame rail from center of diff back with 0.125 square tubing: in stock location.
- q) Any other frame repair must use 0.125 wall metal.
- r) All doors must be bolted, chained, or welded shut.
- s) All cars equipped with a sunroof must cover sunroof opening with a 1/8th inch steel plate.

Race Seat

- a) Race seat mounted securely to roll cage at 4 points, bolted only with a minimum of 3/8" bolts.

Crash Bars

- a) No front or rear crash bars.
- b) All bars must remain within the perimeter of the frame (except door bars).
- c) Bars allowed in front of the rad must be flush. 1" tolerance.
- d) No front or rear bars past the end of the frame.
- e) No sharp edges.
- f) No excessive bars.

Bumpers

- a) Front and rear stock bumper mounts may be replaced with a 4-inch or 6-inch 0.125 square tubing mounted at a right angle to frame.
- b) Maximum length is 6 inches: bolted or welded.
- c) No sharp edges.
- d) Racing nose cones may be used with fabricated bumpers.
- e) Fabricated bumpers are to be made from the same round tubing as the roll cage with maximum of two (2) horizontal bars.
- f) Bars must be rounded at ends to avoid piercing through the sides of other cars.
- g) Must be mounted like a stock bumper. (Speedway Motors part number: 910-54721 as reference)
- h) No excessive fabricated bumpers made of square tubing or channel iron.

Windshield

- a) The windshield must be removed and either a heavy gauge screen or a minimum of 4 ¼" bars are to be mounted in front of the driver in the windshield opening.

Hood

- a) There may be a hole in the hood directly above the carburetor.
- b) No hood scoops, but a hood deflector is allowed.

Engine

- a) All engines: 8-cylinder naturally-aspirated engines.
- b) 400ci max.

- e) Entire engine must remain OEM stock unless otherwise specified. GM 602 CT 350 (Crate) engines allowed. Must clearly display "Crate 602" on either side of the hood.
- d) Only GM motor allowed in GM, Ford in Ford, etc.
- e) No modifications to enhance horsepower.
- f) Air conditioning, alternator, pollution devices, and heater may be removed.
- g) No engine setback allowed. Engine must remain in stock OEM location.
- h) No racing or high performance parts allowed unless specified.
- i) 1¼" carburetor adaptor plate may be used.
- j) Distance from intake to base of carb must not exceed 1¾".
- k) One 2-barrel carb only: OEM for make of motor.
- l) Choke may be removed: no other work allowed.
- m) Holley 4412 or 500 CFM carburetors allowed.
- n) Flat top or dished pistons only.
- o) Pistons cannot go past top of block.
- p) Maximum camshaft lift intake/exhaust is 0.450 inches including stock rocker ratio.
- q) Hydraulic cams only.
- r) No roller rocker/lifters.
- s) Aluminum intakes allowed:
 - a. Weiland – GM 7547, Ford 7515-8023-7516, Dodge 8022
 - b. Edelbrock – GM 2701, Ford 7121-7181-7183, Dodge 2176
- t) Cast iron exhaust manifolds or Hooker header part number 7543HKR and 2466HKR is allowed. No stainless, no ceramic, no merge collector, no X-pipes, no 2-into-1, and no heat tape. May remove three-bolt flange. Must have a manufactured muffler and a turn down on each exhaust pipe. Must have a 3" exhaust pipe and must exit from engine compartment and under the car. Minimum of 18" and maximum of 24" length of exhaust pipe including the muffler, pipe and turn down. Length measurement is measured from the weld on the 3" collector from the factory spec header to the end of the completed exhaust pipe.
- u) No center dumps or factory tuned manifold.
- v) No LT1 manifolds.
- w) Stock- type ignition system for that make of car.
- x) No performance ignition parts. Must remain stock for make of engine. Max overbore 0.060. Max 9.5 compression.
- y) Oil pan must have inspection hole that can be accessed and removed at the track.
- z) Cooling System: Belt-drive water pumps only. Any radiator in stock location. Mechanical fans only. No electric cooling fans allowed.
- aa) Small Block Chevrolet: 327ci + must use a cylinder head with a minimum of 72cc, 1-cc tolerance. No centre hole (valve cover) heads (e.g., Vortec).
- bb) Small Block Ford: 351ci+ must use a cylinder head with a minimum of 60cc. 1-cc tolerance. No Boss heads.
- cc) Small Block Chrysler: 360ci + use a cylinder head with a minimum of 72cc, 1-cc tolerance. No magnum heads.
- dd) No Vortec heads allowed except 602 Crate.

Transmission

- a) Stock-type automatic transmissions only: GM with GM; Ford with Ford, Chrysler with Chrysler.
- b) No standard transmissions allowed.
- c) No power glides allowed.
- d) No in-and-out transmissions allowed.
- e) Stock-type torque converters only, with a minimum of 10" in diameter.
- f) Car must be able to idle in gear (1000 RPM or less).
- g) No torque converter lock-ups.

- h) All ranges must work (e.g., Park, Reverse, Drive, 2nd, 1st).
- i) Any size transmission cooler allowed.
- j) Cooler must be mounted away from driver as to not spray on driver if ruptured.

Differential

- a. Stock passenger rear-ends only. GM with GM, Ford with Ford, Chrysler with Chrysler.
- b. No moving mounts to fit.
- c. Differentials may be locked or welded.
- d. OEM for that make of the car.
- e. Any stock gear ratio allowed for make of vehicle.
- f. No traction control devices.
- g. If not a factory/stock part that came with the differential for the make and model of the car
- h. After-market C-clip eliminators are not allowed.
- i. Ford 9" rear axle/rear-end (or any make or model) is allowed.

Drive Shaft

- a. Must be painted white and have a front continuous loop around the drive shaft within 6 inches of the front universal joint.
- b. Loop must be made out of steel at least ¼ inches thick by 2 inches wide.
- c. No chains.

Battery

- a. Mandatory approved shut off/disconnect in reach of the driver.
- b. Battery must be either mounted in front passenger floor area or trunk area in a marine battery case only and securely mounted with a hold-down strap (e.g., seat belt).

Steering Column

- a. Steering column must be collapsible.
- b. After-market steering columns are allowed, but must have a slip-joint or a double U-joint.
- c. No solid shafts allowed.
- d. Quick-disconnect steering wheels are allowed.

Shocks

- a. Only one (1) shock per wheel stock mounted in stock location.
- b. No coil-overs allowed.
- c. No adjustable shocks.

Suspension

- a) OEM upper control arms may be replaced using aftermarket tubular upper A-frame (steel or aluminum cross shaft allowed)

Fuel System

- a. Pump gasoline only; no racing fuel. Maximum 10% ethanol enriched. No nitro, alcohol, or additives allowed.
- b. Fuel cells are mandatory.
- c. Mechanical fuel pumps only, no electric fuel pumps allowed.
- d. Max 3/8th inch steel fuel line recommended inside the car.
- e. No excessive fuel line or size.
- f. No filler spots on fuel tanks.

Brakes

- a. Four wheel working stock OEM brakes are mandatory.
- b. All four must lock up and they will be checked at the track.
- c. No adjustable brake bias valves.

Tires and Rims

- a. Maximum tire size 275-60 series radial tires only.
- b. No off-road, recaps, or snow tires allowed.
- c. Used Hoosier racing tires allowed; can be grooved and siped.
- d. No new tires allowed. DOT – All-season M&S tires allowed.
- e. No M&S truck tires unless all-season radials.
- f. No defacing of any tires.
- g. Tread must measure 7/32 or less in one of the grooves, as marked in the image to the right.
- h. Steel rims only: 8 inches maximum.
- i. Oversized wheel studs and nuts recommended: max 5/8 inch stud.
- j. No rims with bead locks allowed.
- k. One-inch wheel spacers allowed; must have 5/8 wheel studs to use wheel spacers.



Weight Rule

- a. Minimum 3200 pounds with the driver after the race and no allowance for missing body parts.
- b. All cars that cannot meet the 3200 pound rule may add weight mounted anywhere on the car with a minimum 1/2" diameter bolts.

