

**LAKESIDE SPEEDWAY-CENTRAL MISSOURI SPEEDWAY-US-36 SPEEDWAY-BETHANY SPEEDWAY & GRAINVALLEY SPEEDWAY
2019-2024 PURE STOCK**

As of 11-19-18

The spirit and intent of these rules is to maintain the integrity of "stock" car racing. In recent years, stock car class rules have moved away from the original intent of maintaining a car class that is easy as possible on the common man's wallet! Help us keep the integrity of the rules by conforming and abiding by the rules in keeping with the intent of maintaining the future of the class!

Do not read between the lines, if something is not in this rule book; do not assume you can make things up on your own, ask questions and clarifications if you are unsure of anything. The assigned CMS Technical Inspector has the final say in rules clarification. Although these rules were designed around already existing "like" car classes in the general area, there are differences, read carefully, "I didn't know" is not an excuse.

The track owner has final say on permission to race in this division. Younger or inexperienced drivers may be asked to turn practice laps prior to being allowed onto the race surface for competition. Changes, additions, and edits since the last edition (2018), are annotated in bold red italicized font.

Feature win teardown rule: Any and all cars are subject to technical inspection at any point in time while on speedway grounds before or after a racing event. This may include up to a removal of an intake head. The engine bore, stroke, and head will be inspected. If any item fails inspection, the driver will lose all points and winnings for that event and a \$100 fine will be assessed and must be paid prior to returning to race.

Acronym Key: OEM=original equipment manufacturer.

1) BODY AND FRAME:

- 1) American made year 1955 or later rear-wheel drive, front engine car, with 101-inch minimum wheelbase.
- 2) Sports cars not allowed. Example, Corvette or fiberglass-bodied cars.
- 3) Bodies must be steel OEM panels or steel OEM Stock replacement panels only. Sunroofs must be closed in using steel panel and welded. T-top cars not allowed.
- 4) Body must match frame and must remain stock appearing and unaltered in stock location. If rust damage exists you may cut the frame at a point no farther forward than the vertical center line of the rear-end housing and replace frame rails with 2" x 3" x .095 rectangular steel tubing (minimum).
- 5) Year 1970-1982 Camaro may be used; however you must use a 2" x 2" sub-frame connector under the car only to connect front and rear sub-frames. You cannot under sling the rear end of the car. All rear suspension mounting points must remain in stock location.
- 6) Rear firewall must be installed to close off trunk area from driver's compartment completely. You may use a minimum of .035 sheet aluminum or sheet steel.
- 7) Front firewall must remain full and may not be altered in any manner. All holes must be closed off with a minimum of .035 sheet aluminum or sheet steel.
- 8) All glass, chrome, exterior trim and fiberglass body parts must be removed.
- 9) Excessive gutting not permitted; however, you may gut the hood, trunk lid, doors, and fenders for reasonable tire clearance, and under fuel cell for fuel escape. Factory metal hoods only.
- 10) Plastic nose pieces are allowed. Wedge noses are not allowed. This is a stock class!
- 11) Spoilers, wings, and anything that tampers with normal airflow is NOT allowed! No open holes are allowed in hood.
- 12) Aftermarket bumpers are allowed. After-market or home-built bumpers must stay within quarters of the body, must have two tethers attached to rear bumper. Bumper edges must be rounded and smooth. Rounding hoops above and below rear bumper are allowed to help protect the fuel cell in trunk. Tubing can be no larger than 1.5 inches (1 ½ inches).

13) Deck lids must be secured using quick-release pins only (nuts or bolts not allowed).

14) All cars must have a minimum 5/16" chain on front and rear of car and easily accessible for towing purposes. If your car is discovered not to be equipped with a tow chain, you will be immediately disqualified for the night and not permitted to compete until a tow chain is added to your car, NO EXCEPTIONS!

15) Side skirts are permitted. Skirts must maintain five (5) inches of ground clearance at the lowest point and not extend above the first body line on the doors and quarter panels.

16) All cars must be clearly marked with numbers on the driver's side, passenger side, roof, front, and rear. Side and roof numbers shall be a minimum of 18" tall and contrast car color. Mirrored or excessively shiny numbers are not permitted! Front and rear numbers must be a minimum of 5" tall and contrast from car color.

17) *Car with driver must weigh a minimum of 3,100 lbs. after race.* Weights added to car must be attached by weight clamps and will be white in color with the assigned car number visibly painted on. Weights will be attached by a minimum of two 1/2" bolts and weight clamps. Bolts will not be welded to bars or frames. Weight will be mounted inside trunk and in no way mounted high on the roll cage.

18) Rear of body must be covered quarter to quarter, from top of decking down to the rear bumper mounts. Mounts must remain in stock location.

2) STEERING AND CHASSIS:

1) Must have OEM/STOCK Steering parts or OEM aftermarket replaceable steering parts. All suspension pieces must be in stock locations. All suspension parts must be stock for the car being used. Lower A-Arms must match car being used as built by the manufacture. Nova A-Arms, Camaro A-Arms or any others cannot be used on any chassis other than what they are designed for. *Only shaft-type steering quickeners are allowed. No Sweet or aftermarket quick-steer type gear boxes allowed.* Exception: 1978-1987 GM midsize metric frames may use Tubular Upper control arms. These must be stock dimensions and use only stock bolt in replacement ball joints. NO Screw in ball joints. Shafts may be steel or aluminum. Neoprene bushings are allowed. Eight (8)-inch right and 8 ½ inch left tubular upper A-arms may be used on all year 1978 to 1987 midsize Metric frames.

2) No Weight jacks of any type allowed!

3) Independent rear suspensions are NOT allowed!

4) Trailing arms must remain stock, stock length, and in stock location, per car make and model, offset bushings not allowed. If using a 9" Ford rear end, all mounting points must match all mounting points on the rear end being removed. Rear trailing arm bushings must be Rubber OEM type or neoprene and cannot be drilled out for softening or altered in any way. Same applies for front A-Arm Bushings, altering of any kind is not permitted, must remain OEM.

5) Racing shocks are allowed. Shock must be in stock location and in stock mounts only.

6) Only one shock per wheel allowed. No heim-end shocks, no Aluminum shocks. Shock adapters that allow heim-end shocks to be mounted in stock location are not allowed. No adjustable or twist type adjustable shocks are allowed. No pressure adjustable shocks of any type are allowed. Shock mounts cannot be altered, cut, re-welded or changed in any way to mount shocks. Re-buildable shocks or take-apart shocks of any type are not allowed. No bulb type shocks allowed. No gas adjustable shocks.

7) If caught altering shocks in any way driver will be disqualified for the night, subject to the track negative points system, and all points and monies will be forfeited for the night.

8) A shock claim is allowed. Competitors may claim another competitor's shock. Competitor being claimed must have finished in the top four in the A-main event in order for claim to be made. The claimer must be a fellow driver and must present the sum of 100 dollars cash to be paid to designated Lakeside official in the designated technical-inspection area immediately after the A-main event. A maximum of one shock per claimer, per night may be claimed. Only one shock may be claimed on each competing car per night. I.E., drivers A, B, and C cannot each claim a shock on driver D's car all in one night. Claims must be made not later than 10 minutes upon conclusion of race. Four (4) claims maximum may be made per racing season. Any driver refusing one shock claim will be disqualified for the night and they will forfeit monies

and points for that night's competition. On a second refusal, the driver refusing will automatically earn 15 negative conduct points, which automatically bans him/her for the remainder of the year from competing at Lakeside in any car class!

9) Racing springs are okay, springs must be mounted and tethered in stock OEM location and mounted only, maximum of 13-inch rear springs on both sides. It is required to run the same length on both sides.

10) Weight jacking devices, spring spacers, or spring rubbers of any kind not allowed.

11) Adjustable lowering blocks are not allowed.

12) If utilizing sway bar, it must remain stock, stock length bolts and spacer (same length) on both sides of the front end.

13) Adjustable spring spacer is not allowed on the front and rear. You may cut to fit on front only. If spacer blocks are used on the front springs they must be the same height and size left and right.

3) ROLL CAGE AND DRIVER COMPARTMENT:

1) A minimum of a six point roll cage is required with a minimum of 3 driver's door bars and two passenger side door bars. Roll cage must be welded to the frame of car (Camaro's must weld the roll cage to a 6" x 6" x 3/16" steel plate. Plates must be fully welded to floor pan, then drilled and bolted to a 6" x 6" x 3/16" steel plate below the floor pan). Front and rear hoops are allowed.

2) Roll cage must be fabricated from minimum 1 1/2" x .095 wall tubing.

3) *IMCA and USRA type roll cages are okay. A maximum of seventy-two (72) inches from back of engine to front edge of rear hoop is permitted.*

4) Must be a minimum of three bars in front of driver fabricated with a minimum 3/8" steel rod. It is highly recommended that the driver's door bars are plated with not less than 3/32" steel plate and cover not less than 80% of the door area.

5) Aluminum racing seats only. Seat must be bolted to roll cage only using no less than 3/8" grade eight bolts with flat washers top and bottom of bolts with lock nuts.

6) Five-point safety belts are mandatory. Safety belts must be bolted to roll cage with a minimum of 3/8" grade eight bolts and lock nuts. Safety belt can be no older than two (2) years old.

7) Ribbon type window nets required, nets must be bolted in on the bottom with a release at the top.

8) Fire extinguishers are required and must be with-in the reach of driver.

9) A master disconnect switch is required and must be mounted behind driver's seat and clearly marked on and off, and be easily reached from outside of car.

10) Steering column must be in stock location. Quick-release steering wheel is okay.

11) OEM floor may be repaired or replaced with 0.049-inch steel but must remain OEM dimensions. Firewalls must remain OEM and in OEM location.

12) Seat must remain in stock location and cannot be moved backwards.

4) REAR-END, BRAKES, AND DRIVE SHAFT:

1) OEM original type rear end in stock location. Nine (9)-inch rear ends are allowed with stock drum or disc brakes only. Mounting points must match all mounting points on the rear end being removed.

2) Floater rear ends allowed. Hardened axles are strongly recommended for non-floater rear ends. All mounting points must match mounting points on the rear end of being removed. Hubs and drive flanges must remain at stock angles.

3) Gears may be locked, no limited slip, spools permitted.

4) OEM factory original type brakes only. *Brake pads must be OEM, cannot be lightened, and must be the same on both sides.*

5) Rear disc brakes are allowed. Calipers must be steel, rear rotors must be vented.

6) All 4 brakes must lock up on inspection.

7) Aftermarket pedals allowed must remain in stock location. Pedal extensions NOT allowed.

8) Steel drive shafts only. Drive shaft must be stock OEM only and painted white with car number clearly marked. A drive shaft loop is mandatory and must be fabricated from a minimum of ¼" x 2" steel strap around the drive shaft no further back than six inches from the back of the transmission.

9) *Must have no more than four (4) degrees down pinion angle.*

10) *Brake bias must front to rear only. Left to right is not allowed.*

5) TIRES AND WHEELS:

1) American Racer G-60 KK704 or Hoosier G60 tires mounted on steel wheels only. No 10-inch tires/wheels! Hoosier or American Racer 8-inch Asphalt Takeoffs permitted. No mixing of tire combinations. Tire grooving, siping, and grounding permitted.

2) *Bead lock permitted on right side only.*

3) No softening or conditioning of tires allowed. All tires must meet a durometer of no less than 55 at technical inspector's discretion.

4) No aluminum wheels. Minimum 1" OD lug nuts. Wheels must be 8" wide and made of steel. Wide-five adapters are prohibited.

6) ELECTRICAL AND IGNITION SYSTEMS:

1) Battery may be moved and must be securely mounted. If relocated to the driver's compartment, must be totally encased.

2) No voltage-enhancing devices allowed.

3) All wiring shall be neatly bundled and secured to chassis, all wires passing thru holes shall have a Rubber grommet to prevent wires from shorting to chassis ground (rubber nose is not a grommet).

4) Stock OEM HEI or Stock OEM point distributors only with one stock 12-volt coil. No after-market performance parts allowed with the exception of plug wires.

5) No timing retard, voltage reduction, or traction control devices of any kind allowed. Discovery of any aforementioned or like devices found connected to the ignition will result in immediate disqualification and forfeiture of points and monies earned for that night.

6) *All cars must utilize a soft-touch rev control box MSD part #8727CT with a 6200 RPM Maximum limit. Ground wire must be ground by itself in visible site for inspection.*

7) FUEL SYSTEMS:

1) Pump gas only. *No racing fuels.* No alcohol. Fuel must be gold or clear in color and not exceed 93 octanes. E-85 or other like alcohol fuel is not permitted. *91 octane alcohol-free is permitted.*

2) Fuel cells are mandatory; maximum of 22 gallons. Fuel cells must be encased in an approved metal container of no less than 20-gauge steel. Fuel cell must be mounted in trunk area of car only using a minimum of two 1 ½ x 1/8" steel straps wrapped completely around cell and mounted to chassis of the car. Bottom of fuel cell must be set in car no lower than bottom of frame rail.

3) All fuel lines must be routed neatly under the car and kept above the bottom of the frame rails at all times or through the interior of the car, if so; lines must run through steel tube. *Fuel cell must have a flapper valve.*

4) All fuel pumps shall be mechanically driven and bolted directly to engine block in stock location. No electric, belt drive, or rear drive fuel pumps allowed.

5) No pressurized fuel systems allowed.

6) Fuel pressure gauge lines may not enter driver's compartment; isolation system must be used.

7) Fuel additives or scents are not permitted.

8) CARBURETOR AND INTAKE:

1) Cast Iron OEM Quadra jet or 2-barrel intakes only, no marine or Bowtie Intakes allowed. No aluminum intakes allowed except for aluminum intake #2101. One (1) inch spacers only. (See below) Intakes cannot be altered, ported, or polished.

2) Carburetor part #0-4412, 500 c.f.m. model only. Must be stock and pass a go, no-go gauge. No down leg boosters and no altering of booster cluster. Throttle shaft must remain stock and must not be thinned or cut in any manner. Stock throttle plates and screws, must not be thinned, cut or tapered Maximum throttle bore 1 11/16" and maximum Venturi bore 1 3/8". No modification of carburetor. No boring or polishing of throttle or Venturi bore allowed. Use carburetor adapter Mr. Gasket part #1933 or #1929.

3) *A one-inch spacer plate is allowed. Spacer plate holes must go straight through and cannot be tapered on the bottom side of spacer. No flow design, HVH, or Wilson-type spacers allowed. Spacer may be aluminum or phenolic.* No carburetor claims.

9) ENGINE AND TRANSMISSION: (No Engine Claims)

1) The engine rules for the Pure Stock class are intended to be completely stock. Factory OEM or After-market "Performance Parts" or engines are strictly prohibited. Stock Compression Motors Only! All internal engine parts must be OEM dimensions and weights. All Crankshafts and Connecting Rods will be Stock OEM in appearance and type. Any Crankshafts or Connecting Rods that are used, that are not OEM produced cannot be polished or coated in any way. Connecting rods must be "I Beam" and cast only and must have all casting lines in them if that's how they appear stock OEM.

2) Must have V-8 engine, OEM size configuration. 360 cubic inch maximum.

3) No stroker motors.

4) Engine in stock location, no moving motor back, down or up, same brand as car GM to GM, Ford to Ford, etc. Motor mounts will be in stock locations only.

5) Flat Top or Dish Pistons only.

6) Cast iron OEM heads only, no double hump, angle plug or Vortec Heads. *Screw-in studs and guide plates are allowed.* No Porting, polishing, bowl cutting, milling or altering of any kind.

7) Stock rocker arms, 1.5 stock ratio must be maintained. *Steel roller-tip rocker or stock rocker arms only. Poly locks are allowed.* Stud girdles are not allowed. Must run 0 valve lash and rocker nuts must be back off 3/4 turn before 0 valve lash. Head Combustion Chambers can be no smaller 72-cc. Any Factory OEM Performance head is not allowed. The OEM Machined Flat Boss on The exhaust side of the head can be no closer than 1.170" to the deck of the block. Intent is to help stop over milling of the head surface and increasing compression.

8) *Smooth idle cams At 800 rpm and must pull 16 inches of vacuum, Camshaft will have no more than .288" lift at the camshaft and no more than .430" lift at the valve.* No roller cams, no solid lifters, hydraulic lifters only. No anti-pump up lifters. All camshafts should be OEM only and stock. Camshaft can have no more than .285" lift at the camshaft and no more than .430" lift at the valve MAX. Any Performance, R.V., Z-28, RT, GT or any Factory OEM performance cams are not allowed. Manufacturer's numbers must remain on the cam for identification. Any numbers changed, altered, or removed on the cam will result in immediate disqualification and forfeiture of all points and monies earned for the night.

9) Any cast iron exhaust manifold allowed, Headers are allowed. All tubes must go into the same collector. Tube diameter can be no larger than 1 5/8" and cannot be a stepped header. Headers must remain inside the frame rails left and right. No wheel - well or fender exit headers allowed.

10) Aluminum Radiators Allowed.

11) Transmission must remain completely stock. OEM Transmissions cannot be altered in any way. No After-market Racing Transmissions of any kind allowed. Anyone caught using a racing transmissions of any kind will be immediately disqualified for that night and will forfeit all points and monies earned. Discrepancies found will be subject to re-inspection upon returning to competition.

12) Standard must have all working gears and stock OEM clutch, minimum *10 and a 1/2-inch* flywheel and pressure plate. Cast iron bell housing or explosion-proof bell housing highly recommended. Automatics must have all working gears with OEM working torque converter. No converters smaller than *10 inches*.

13) No aluminum or Corvette components. Flywheel must be stock type OEM only, no Lightened Flywheels or Flex Plates allowed. Hydraulic clutch slave cylinders and aftermarket clutch master cylinders are allowed.

14) Automatics must have all working gears and OEM only, Full size OEM stock torque converters only. Stall type torque converters of any type are not allowed.

Must have non shiny, readable, and visible numbers on top, sides, and back of car. *Refer to your track's* General Track Rules for additional information, safety gear recommendations and regulations. If you do not have this booklet, ask for one at the registration/pill-draw tower. "I didn't know is not an excuse."

NO SOFTENING OR CONDITIONING OF TIRES OTHER THAN MENTIONED IN THESE RULES. Tires will be checked by tire durometer on the inside of the tire only. Lowest tire number point is fifty (50). NO ALTERING TIRE COMPOUND!

Please call Lakeside Speedway Tech Official Larry Harvey – 913-287-5153 for any questions.