



2018

Outlaw Speedway

Pure Stock Rules

#1 – Body

- 1.1 Any American made, rear wheel drive car
- 1.2 Full frame cars may replace rear frame after kick ups with 2x3 tubing
- 1.3 Stock unibody cars may use 2"x3" tubing to connect unibodies. Unibodies cars must contain factory floor and fire wall.
- 1.4 No torque arm cars.
- 1.5 Minimum weight of 3000lbs with driver, after race. Track scales will be used to determine legal weight.

1.6 4 point roll cage minimum, with 4 door bars on drivers side, front and rear hoops. 1 3/4" .095 tubing recommend, 1 1/2" .095 tubing min.

1.7 Stock steel bodies recommend, aftermarket steel or aluminum bodies. Bodies legal with factory steel roof. Must be stock appearing, MAX. 5" spoiler allowed.

1.8 Must run stock appearing nose and tail piece.

1.9 If not running factory floor and fire wall, driver's cockpit and fire wall must be min. 22 ga. steel.

1.10 All cars must be presentable

#2 – Front Suspension

2.1 All suspension and steering components must be OEM and in stock location, with the exceptions of steel tubular not adjustable, stock replacement upper a-frames

2.2 Steering quickeners allowed

2.3 Non- adjustable spring cups allowed.

2.4 One non adjustable, Non rebuildable stock mount shock per wheel.

2.5 Racing springs allowed.

2.6 Chassis components must be same as chassis being used.

#3 – Rear Suspension

3.1 Leaf springs allowed , must meet manufacture of car that is used for, ie chevy with chevy chrysler with chrysler. **NO** Mixing

3.2 No pull bars, No 3 link, No panhard bars allowed

3.3 Single hole shackles only, No sliders

3.4 May run factory rearend or 9" Ford non floater

3.5 Stock length trailing arms 1/2" tolerance. must be factory trailing arms, no mono-balls.

3.6 One non- adjustable, Non rebuildable stock mount shock per wheel.

3.7 Racing springs allowed, 11" free height max.

3.8 Non-adjustable spring cups allowed.

3.9 No multi-hole trailing arm mounts on rear end must be mounted to manufacture specs. on the rear end.

3.10 All suspension components must be in OEM locations

3.11 Steel spool only, no lockers, or other traction components.

#4 – Engine

Option 1

Factory sealed 602 crate engine with box stock 4412 carb. or rochester 500cfm carb

Option 2

- 4.1 All engines must remain stock stroke configuration for manufacturer and cubic inch. Stock or stock replacement, unaltered crankshafts only. Minimum 52lbs, no lightening
- 4.2 Flat top or dished pistons only, no part of the piston may extend above deck surface of block. If running flat top pistons must run 4 valve relief piston. Stock length Rods, may use Ibeam rods.
- 4.3 Maximum overbore – GM 350 .060, Ford 351 .060, Chrysler 360 .040
- 4.4 Stock production blocks only
- 4.5 Cast iron stock production heads only, No vortex or Bowtie heads.
- 4.6 No race flow or undercut valves allowed
- 4.7 No porting of heads allowed
- 4.8 max. valve size is 1.94 intake, 1.60 exhaust
- 4.9 Screw in studs, guide plates will be permitted
- 4.10 No Roller camshafts
- 4.11 Engine must be in stock location
- 4.12 Factory stock distributor, points or HEI permitted – No circuit board modules allowed
- 4.13 12 volt electrical system only
- 4.14 Holley 4412 carb. allowed, must be box stock. or 500cfm rochester carb. also allowed
- 4.15 Stock cast iron 2 barrel intake only
- 4.16. 1" carb. spacer allowed, no tapering
- 4.17 Stock type fuel pump only
- 4.18 stock replacement type headers or stock manifolds only. 1 5\8" or 1 3\4" tubes, no step headers. No crossover, 180 degree, or try y headers allowed
- 4.19 Mufflers mandatory, must exit behind driver. 3" pipes maximum
- 4.20 Site plug optional in drivers side of oil pan, 3-6 inches from front of pan. If bottom end is not accessible by tech, be prepared to remove oil pan
- 4.21 No full roller or roller tip rockers allowed

#5 – Transmission, Bellhousing, Driveshaft

- 5.1 Any automatic or standard allowed. No direct drives allowed. Standard must have steel bellhousing.
- 5.2 Steel driveshaft painted white
- 5.3 Driveshaft hoops mandatory, 6" from front U-joint and another in the middle of the driveshaft
- 5.4 All gears must work
- 5.5 All automatics must run a min. 11" functional torque convertor
- 5.6 No triple disc clutches, No light weight flywheels, must be stock weight. Must run stock type clutch and pressure plate

#6 – Brakes

- 6.1** 4 wheel brakes mandatory
- 6.2** OEM calipers only
- 6.3** Aftermarket master cylinder allowed
- 6.4** No Remote brake adjuster allowed

#7 – Tires and Wheels

- 7.1** Steel wheels only with a maximum width of 8", No beadlocks allowed
- 7.2** No wide 5 hubs allowed
- 7.3** Must have racing type 1" lug nuts
- 7.4** All season dot tires only, 235/75/r15 max. size. Grooving and sipping allowed

8 – SAFETY

- 8.1** All cars must have an aluminum racing seat safely installed with no less than 6 bolts (subject to tech)
 - 8.2** All cars must have a window net securely mounted
 - 8.3** All drivers must have a one way radio on the 454.000 frequency
- ALL CRATE ENGINES MUST HAVE SNAP BOLTS FROM GM, OR THEY WILL BE SUBJECT TO TECH AND TEARDOWN
- ALL OFFICIAL AND TECH RULINGS ARE FINAL!!

**While the above rules offer a good guideline, not everything can be covered by a written rule. If you have any questions, ASK FIRST. Any non covered part can be deemed illegal at any time. Anything not covered in these rules, is not assumed legal.