

(REVISED 3/1/22)

FCS/MADISON/KRA PURE STOCKS

This class is for the hobby/entry level driver and is not intended to be a high dollar car division. These rules are for the safety and fairness of all in the pure stock division.

All drivers must be at least 12 years old. All drivers under 18 years of age must have on file at the speedway a release form signed by parents or legal guardians.

Cars are subject to inspection/re-inspection at any time during the season to ensure compliance with these rules. Especially following major damage from wrecks.

Tech inspectors and Track Officials reserve the right to perform an **in depth technical inspection** of any car they feel is not in compliance with these rules no matter what position the car finished in the event.

Any car found not in compliance with these rules EXCEPT THOSE RULES CONCERNING THE PERSONAL SAFETY OF ANY AND ALL will be allowed to participate in that week's event but will automatically be disqualified from receiving prize money and points for that event and will not be eligible to participate in future events until the infractions are corrected.

SAFETY - Pure stocks will follow all the same safety rules as the WISSOTA sanctioned classes.

Helmets

All helmets must be rated SNELL SA2015 or SFI 31.1/2015 or newer. Manufacturer tag and SNELL/SFI sticker must not be removed. No SNELL KA or M rated helmets are allowed. Helmet must be worn at all times when the car is on the track and must accompany the vehicle at time of inspection. The helmet must have a face shield or eyewear protection, which must be in place while the car is on the track. A full-face helmet is strongly recommended. Head and neck restraint is strongly recommended.

Driving Suit

A driving suit and gloves of a flame-retardant nature must be worn by all competitors; they are both mandatory. If the driving suit is a two-piece suit, both the top and the bottom must be worn at the same time. It is recommended that there be a one-piece, minimum three-layer quilted suit of fire resistant material and under-wear, socks, shoes and hood of fire resistant material. No flammable clothing/material may be worn outside of the firesuit.

Seat Belts

A competition shoulder harness, at least three (3) inches wide, and a lap belt at least three (3) inches wide are required. Month, year and date of manufacture must be on all belts. No OEM factory-type shoulder belts or straps will be allowed. Metal-to-metal buckles are required on the shoulder harness and the lap belt. The harness must be mounted in at least FIVE (5) points below the driver's shoulders (substrap). Window nets with a quick release type latch at the top are mandatory in all classes. No homemade window nets, no banner nets or V-shaped nets, and no Y-belts allowed. As a matter of safety

and vision, drivers are not allowed to mount anything that covers more than the top four (4) inches of the driver's window or the net (examples include but are not limited to tape, plastic, metal). Roll bar padding, neck braces, and/or head and neck restraints are highly recommended. Belts and harness cannot be over three (3) years old. When using a Hans or DeFender type head and neck restraint, you may use an SFI approved 2 inch belt system. These belts may only be used when using the head and neck restraint device

Kill Switch

A kill switch is required and must be within easy reach of the driver with the shoulder harness and lap belt fully cinched. This kill switch must be clearly marked "off" and "on."

Batteries

Must be in trunk compartment sealed from driver's compartment and securely fastened to prevent contact with metal parts and damage in the event of a roll over or impact. Battery terminals must be covered with rubber or plastic. One 12 volt battery only.

ROLL CAGES

A. Main cage must be minimum of 1.5-inch outside diameter .095-inch mild steel tubing. Three Door bars are mandatory and we strongly recommend that a fourth bar be added. (Vent bars are also mandatory on both left side and right side). Must consist of continuous hoops not less than 1.5 inches outside and have a wall thickness of .095 inches. Outside of door bars must be covered by a single sheet of steel with a minimum thickness of 16 gauge. Must be securely welded on all four (4) sides to the door bars. Must also be welded to the horizontal door bars with a minimum of (3) equally spaced welds. This can be done by drilling a minimum of 1/2 inch diameter holes in the sheet steel to weld sheet to door bars.

B. Must be frame-mounted in at least six (6) places. If side rails/ bars are used, they must be flush with body. "Halo" must be a minimum 38 inches across (outside to outside) and a minimum of 29 inches deep (outside to outside). Must have a minimum of one cross bar in top of halo roll cage.

C. Must consist of a configuration front and rear hoops connected tubing on the sides or side hoops in a manner deemed acceptable by the WISSOTA inspector. Driver's head must not protrude above cage with helmet on and strapped in driver's seat. Roll cage must be securely supported and braced.

D. Low-carbon, mild steel tubing is mandatory. No iron pipe or square tubing allowed. No brazing or soldering allowed. E. Side bars must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting into or out of vehicle. The side bar must be welded to the front and rear of the roll cage members.

FUEL CELL

Max 22 gal. Race style capacity, cell will be centered in car and if floor is removed will not extend below the frame rails behind the rear axle. Cell will be mounted with 2 straps 2" wide, all the way around and connected to the frame. A catch can is highly recommended. OEM fuel tanks are not allowed. A one-way check valve will be installed in the vent line to prevent spillage in the event of a roll over.

CHASSIS AND WHEEL BASE

A. Any American-made full-frame car with a minimum wheelbase of 108 inches with a 1/2- inch tolerance is allowed. Any American-made uni-body car with an original wheelbase of 110 inches minimum will be allowed with a 1/2-inch tolerance.

1. Firewall and floorboards must remain stock and must be in stock location. Floorboards must run from firewall to rear bumper. Trunk may be cut out for fuel cell but no excessive cutting allowed. Must have complete factory stock firewall and floor. No cutting out of floor to expose frame. Front and rear frame must be tied together under floor or on top. No Super Stock-type chassis allowed. OEM floor may be repaired or replaced with .049" steel but must remain OEM dimensions. Must run from frame rail to frame rail behind the driver's seat. Firewalls must remain OEM and in OEM locations. All firewalls must extend out to the frame rails.

OEM firewall may be repaired or replaced with .049" steel but must remain OEM dimensions. Fabricated firewall must be flat or straight and may be moved back no more than seven (7) inches from the rear of the engine. Fabricated firewall must be made of a minimum thickness .049" steel and must be positioned straight up and down and straight across. Fabricated firewall must be 24"-26" tall measured vertically from the top of the frame rail up

2. Total weight minimum of 3,200 pounds with driver after the race. All weights must be painted white with car number on each. Weights must be fastened according to WISSOTA rules.

SUSPENSION

A. All front and rear suspension must remain stock. All suspension parts must match frame. No altering of suspension allowed. Stock passenger car hubs only. Stock spindles or aftermarket Speedway Motors 3-piece spindles allowed (part 91034501). No lightening or grinding of any suspension part allowed. No steering quickeners allowed. Stock steering components to include but not limited to drag link and stock length tie rod ends. Center link brace for steering is not allowed. Spindles, rotors, calipers and bottom A-frames must match chassis being used. Steel lower A frame bushings are NOT allowed.

B. Shock absorbers must be mounted on the stock upper and lower mounts. Shocks cannot be mounted upside-down. No modifications allowed on shock mounts, and mounts must be in stock locations. No tie rod end, heim end or aluminum shocks allowed. One shock per wheel for a total of 4 shocks per car. No coil over shocks allowed. No spacers of any kind. . Shocks must be steel, non-adjustable. No remote or external canister type of shocks allowed. The maximum amount of travel-limiting materials on shock shaft is one half inch; this means anything above/below shock shaft threaded end. Shocks must be steel body, one piece or multi-piece allowed. May have removable bushing on shaft end of body. Bushing holder/eyelet must be fixed to body. No Schrader or bladder style valves allowed. Must use stock type shock ends top and bottom. Front half of shocks can be covered. No internal or external bump stops allowed. When rear shocks are fully extended, they cannot be longer than 25 inches from center of top mounting point to center of bottom mounting point. No internal or external bump stops

C. Springs must be in the stock location and position; Any 4-1/2-inch minimum diameter spring allowed front and rear. Springs must be same diameter top to bottom. No progressive or welded springs are allowed. No spring rubbers are allowed. Front coil springs must be 9.5" free height with 0.5" tolerance. Rear coil springs must be 11"-16" free height with 0.5" tolerance. Conventional spring mounting devices

only; no widgets, trick or spring-altering mounting devices will be allowed. No internal or external bump stops allowed. No adjustable shims allowed. Front spring cups may be removable but must be steel. Steel shims allowed. Shims may be removable; shims do not have to be welded. Must not be adjustable. No weight jacks allowed. No added traction devices allowed. Leaf springs must be stock or replacement; must use original mounts; no adjustable shackles allowed. Lowering blocks allowed on leaf spring cars only. Lowering blocks must be steel

D. No aftermarket brake systems allowed. Steel components only. Brakes must be operating on all four (4) wheels and must lock up all four (4) wheels. Master cylinder can be aluminum. Steering box must be stock and must be minimum 2.5 turns from lock to lock. Lightened steering boxes are not allowed.

E. Tubular upper A-arms allowed. Must be steel, must have stock or stock replacement cross shaft. No needle bearing or bearing type control arms allowed. Stock or stock replacement 4-bolt ball joints only. Ball joints must be stock length.

F. Aftermarket stock length upper and lower straight non-adjustable steel rear control arms are allowed. Rubber bushings only. Bushings must have bolt hole in the center of bushing.

BODIES

A. Stock steel bodies are allowed. Homemade steel body panels are allowed but must have body lines and also must have bend/shape of the stock body. Bodies that appear to have flat sides, wedge shape, or do not have stock body shape appearance will not be permitted. Body may be interchanged with frame and manufacturer. Bodies may be stretched or shortened. No Camaro, Firebird, Mustang, T-top, convertible or pickup truck bodies allowed. No compact or sub compact car bodies allowed.

Must have stock roof rake/slope for make and model of body being used. Stock OEM roof or replacement composite OEM roof part number PRPF1015-81W from Performance Bodies is allowed. No carbon fiber is allowed. Roof must be centered left to right and be square on the car. Vertical measurement from top of door front to rear must match. Left measurement from top of door must match right measurement from top of door. Aftermarket nose allowed: must be a minimum of eight (8) inches off the ground. Nose must look stock appearing when mounted and must be in stock location. Dominator SS Camaro Street Stock nose P/N DOM-330 and Performance Bodies Mustang nose P/N 46X040 are allowed.

Boxing-in of cockpit is allowed. Must be flat and no higher than top of doors. Internal panels may be removed. Hood, trunk gussets may be removed. No cutting or modifications allowed on outside of hood. Stock OEM hood or replacement **steel** hood is allowed, but must resemble OEM factory hood for car being used. Steel hoods must be in OEM location, have factory lines, and be separate from the fenders. No welding the firewall to frame. OEM rubber bushings or homemade bushings of aluminum, plastic or steel must be same size as OEM. Floorboards must run from driver's side to the passenger side and cannot be cut off any further forward than the rear of the driver's seat. Must have a fuel cell nerf bar/bumper located a maximum of 14 inches off the ground which protects the rear of the fuel cell, from frame rail to frame rail.

B. Brake and throttle pedal, steering wheel and master cylinder must be in stock location.

- C. No rear spoiler. Side skirts allowed: max. 6" material with a 4" ground clearance; can be plastic, aluminum, or steel.
- D. Drivers seat must remain on left side of car. When the driver is in the seat, belted in, his or her shoulders can be no closer than 28" to the center of the rear axle. Seat must be securely fastened to frame or roll cage and must have headrest. No stock seats allowed, approved racing seats only.
- E. Must have screen or bars in front of driver
- F. Hood scoop can start a maximum of 4" in front of air cleaner and must end no further than 4" behind air cleaner. Scoop can be a maximum of 4" wider than air cleaner on sides and can be maximum of 3" tall.
- G. Rear firewall between driver and fuel cell must be made of steel or aluminum - no plastic
- H. A sun visor is allowed. It may be made of no more than 6" wide piece of material and can run from front window post to front window post.
- I. Rub rails are allowed on the outside of car. Plastic type or steel allowed only. Door bars must be flush against the body and not extrude excessively outside of the car. No sharp edges on any rub rails.

TIRES AND WHEELS

- A. The Hoosier WISSOTA 35W tire will be the only tire allowed. TIRES MUST BE USED- NO NEW TIRES ALLOWED. Tech Official can deem any tire illegal if he/she believes the tire is in new condition. Siping, grinding and grooving are allowed.
- B. Steel Wheels only, up to (8) inches allowed. 1" Lug nuts are required
- C. Bead lock wheels allowed on the right rear and right front wheels. Mud covers allowed on all four wheels.
- D. Wheel spacers allowed- May be made of steel or aluminum. Wheel spacers cannot exceed 1" in total thickness

ENGINES

- 1. No angle plug, Vortec or camelback heads or comparable camelback heads allowed on Chevrolet. Some of the casting numbers not allowed include: 186, 187, 414, 492, 461, 461X, 462, 432, 041, 040, 370, 10239906, 14011083, 14096217, 10125320, 10208890, 12554290, 175, 291, 292, 264, 545, 624, 639, 881, 916, 12552520, 12558059, 12558062 Also, no A.R.D. heads, no GT40 or magnum heads allowed.
- 2. No Bowtie, SVO, W2 or any other aftermarket heads allowed at any time.
- 3. No porting, polishing, grinding or port matching allowed at any time. Any evidence of sanding, polishing, relieving, grinding, porting, chemical treatment or addition of material (chemical or otherwise) to the cylinder head ports or combustion chamber will cause the head to be declared illegal. Any relief cuts made below the valve seat must be concentric to the valve guide and may not exceed more than 1/4" below the valve seat.

4. Maximum valve sizes: Chevrolet:1.94"x1.50", Ford 302 & 351W: 1.94"x1.60" except GTP heads: 1.84"x1.54", Ford 351C: 2.05"x1.65", Mopar 318: 1.78"x1.50", Mopar 340 & 360: 1.88"x1.60". No hollow or titanium valves. Valve size must match head being used. No 2.02 intake valves on Chevrolet or Chrysler.

5. No fulcrum roller or roller-tipped rockers allowed. No stud girdles allowed. Guide plates allowed. Stock stamped steel rockers only with stock rocker ratio for the engine being used.

Valley pans allowed. Rocker arm oil sprayers are not allowed. Rocker arm studs may be screw in or pinned.

6. Valve springs must be the stock diameter for the cylinder head being used. Steel valve spring retainers. No beehive or conical valve springs allowed.

7. Must be eight (cylinders).

8. No titanium parts of any kind allowed.

9. Deburring is allowed on engine blocks, heads and intake on the outside machined edges only, not to exceed .040 inches.

10. No removal of casting numbers or any alterations to numbers allowed on any engine castings.

11. CAMSHAFT will be hydraulic lifter type only. Lifter must have .100" of movement or travel. No roller or solid lifters.

12. Racing oil pans allowed.

13. Solid motor mounts permitted. No engine set-back allowed

14. INTAKE MANIFOLD -Stock OEM two barrel cast iron intake manifold (porting and polishing is not allowed.) No aluminum manifolds or marine intakes. Air cleaner housing and element may be aftermarket.

ROTATING ASSEMBLY

15. PISTONS: Flat Top two or four valve relief types, no pop ups allowed. Maximum overbore is .060. Chrysler .040. Maximum cubic inch is 361 Chevy, 362 Ford, 367 Chrysler. All engines must be a maximum of 9.5 to 1 comp.

16. All cars must be equipped with an engine with a stock stroke. No intermingling of crankshafts, rods, or pistons to change stroke. Crankshaft and connecting rods must be O.E.M. to block with no lightening, grinding, knife edging or polishing of any type. Aftermarket rods or crankshaft allowed by specific part number only. The following aftermarket crankshaft and connecting rods are allowed.

Chevrolet

Connecting Rods

Eagle: SIR5700BBLW, SIR5700BPLW

Scat: 35700P, 25700P, 25700, 35700

Crankshafts

Eagle: 103503480, 103503480CM, 103523480, 435034805700

Scat: 910442, 910526, 4-350-3480-5700

Manley: 190310

Performance Engine Products: (PEP) DG3182D

Ford 302

Eagle Rods: SIR5090FB, SIR5090FP

Eagle Cranks: 103023000, 103023000-50, 430230015090

Ford 351W

Eagle Rods SIR5956FP, SIR5956FB

Chrysler 360

Eagle Rods: SIR6123CB, SIR6123CP

Eagle Crank 103603580

Chrysler 318

Eagle Rod SIR6123CB

Eagle Cranks: CRS103403310, 434033106123

If using stock connecting rods and crankshafts, they must be O.E.M. to block.

No lightening, grinding, knife edging or polishing of any type on any connecting rod or crankshaft, whether stock or aftermarket. Floating wrist pins allowed. Absolutely no strokers allowed. Balancing is allowed. OEM replacement balancers allowed. Balancer may be degreed but must meet measurements below. No modifications of any kind allowed. No 283, 307 or 327 balancers allowed on any engine other than a 283, 307 or small journal 327. Minimum size 283-307 and small journal 327 is 6-1/8 by 3/4 inch thick. 305, 350 and large journal 327 minimum size is 6-3/4 by 1-3/16 inch thick. No fluid balancers. No hubs only; balancer must be two piece.

17. IGNITION -only stock OEM breaker point and HEI (electronic ignition) distributors. Coil must fit under stock cover. Ignition and battery switches will be mounted in the center of the dash so safety personnel can easily access them from either side of the car. Indicator lights for these switches are highly recommended. Stock ignition switches in the steering column will be removed completely to prevent inadvertent locking of the steering column. No car with a column type switch will be permitted to run in any event during the season.

18. Must have a working starter.

INTAKE MANIFOLD

Stock OEM two barrel steel/cast iron intake manifold (porting and polishing is not allowed.) No aluminum manifolds or marine intakes. Air cleaner housing and element may be after market

CARBURETORS

500 CFM Rochester two-barrel carburetors only, Holley jets allowed. Maximum throttle bore 1 and 11/16" and maximum venturi bore of 1 3/8" OEM replacement parts only. No speed parts. No boring or polishing of throttle or venturi bores allowed. No drilling of booster cluster inserts allowed. Choke mechanism not required.

FUEL

No race fuel allowed- maximum 92 octane pump fuel only. No fuel additives of any kind allowed. No E85. Maximum 10% ethanol

FUEL PUMPS

Mechanical fuel pumps only. No belt driven pumps, piston type pumps or electric fuel pumps are allowed. Fuel Pressure regulators are allowed.

RADIATORS

One radiator allowed in stock location- Aluminum radiators allowed.

EXHAUST

A. Exhaust Manifold will be OEM cast iron , maximum exit must be under 2 1/8". No Center Dump, Two into one, Ram Horn, or Headers are allowed, no porting and polishing or internal coating allowed.

B. Dual exhaust only- No 2 into 1 exhaust allowed. Exhaust must exit behind the doors. 2 1/2" pipe O.D. is the maximum allowed.

DRIVE TRAIN

A. OEM automatic transmission only. All components must be replaceable by OEM components and in stock location. Torque converter must be a steel case functional torque converter with all elements with a minimum of 10-3/16" outside diameter. Converter must have a 1/8" drain plug on outside of converter. Converter temperature and fluid volume may be measured to ensure compliance. Converter must be as warm or warmer than transmission. Converter when drained must measure a volume no less than three (3) quarts. Cooler lines must be blocked off before draining converter for measurement. Addition of material to increase stock converter diameter is illegal. All transmissions must have an operating forward, neutral, park and reverse. All transmissions must be able to stop and idle in gear. A functioning shifter must work and be in stock location. No lock-up type converters allowed. Automatic transmissions will not be allowed to have any wires, cables, or attachments other than shifting linkage and hydraulic fluid lines installed for cooler

B. Scatter Shields for manual transmissions are mandatory. Steel flywheel and clutch assemblies (minimum 11") will be stock OEM – no S-10 flywheel & clutch allowed.

C. Driveshaft hoop is required and must be constructed of at least 1/4-inch by 2 inch steel and must be mounted no closer than 5" nor further than 9" back from the center of the front U-joint. No chain

driveshaft hoops allowed. Driveshaft must be a minimum of 2 inch diameter, steel and painted white, and must be conventional slip yoke design

D. Any passenger car or truck stock appearance rear end may be used. Full floating rear ends allowed. Welded spiders or steel spools only. Axle tubes must be same thickness on both sides of the rear end. All mounts must be in stock location and stock configuration. No Multiple holes on any mount. Disc brakes allowed on all rear ends. OEM calipers only. Steel vented rotors only. No lightened rotors allowed.

E. No limited slip type rear ends allowed.

MISC. -DISSALLOWED IF NOT ALLOWED!

ENGINE & TRANSMISSION PROTEST & PROTESTING PROCEDURES:

A. Top 5 finishers in the feature will weigh and go directly to tech area.

B. A driver may execute a confidential "Silent Protest" by giving a cash protest fee to the Speedway promoter or track manager prior to the start of feature. Cash protest of \$300 is required for a single protest of either the Top or Bottom end of the engine. A Cash protest of \$500 is required for a complete protest of both the Top & Bottom ends. A Cash protest of \$100 is required to protest the transmission/torque converter. Identification and orchestras

C. If the protested car does not finish in the top 4 positions in the feature, the protest fee will be returned to the protester.

D. The protester must complete the feature and finish the race on the same lap as the fourth place car. If not, the protest will not take place & the protest fee will be returned.

E. A protester can exercise a protest & finish in the top four (4) themselves.

F. If the car being protested is found to be legal, the driver of the protested car will be awarded the 80% of the protest fee. 20% goes to track.

G. If the car being protested is found illegal (refer to penalty below). The driver claiming will be refunded (minus a \$50) track protest fee.

H. No driver can protest more than four (4) cars in 1 season, 1 car per event.

I. No driver can protest another driver more than once in a season.

J. No driver may protest on their first event of the season at Fiesta City Speedway.

K. Promoter reserves the right to protest any car.

PENALTY IF ILLEGAL: A. Loss of points, money, trophy for that event. Plus loss of all track points for that event. B. Suspension of car and driver 2 events and up to \$500 fine. C. Illegal parts can be confiscated by track.

PENALTY FOR PROTEST REFUSAL: A. Loss of points, money, trophy for that event. Plus loss of all track points year to date. B. Twelve (12) calendar months suspension of driver to participate in the Pure Stock division. C. Loss of right to protest or claim in any division for twelve (12) calendar months. D. \$250.00 fine before the driver is allowed to race at given track.