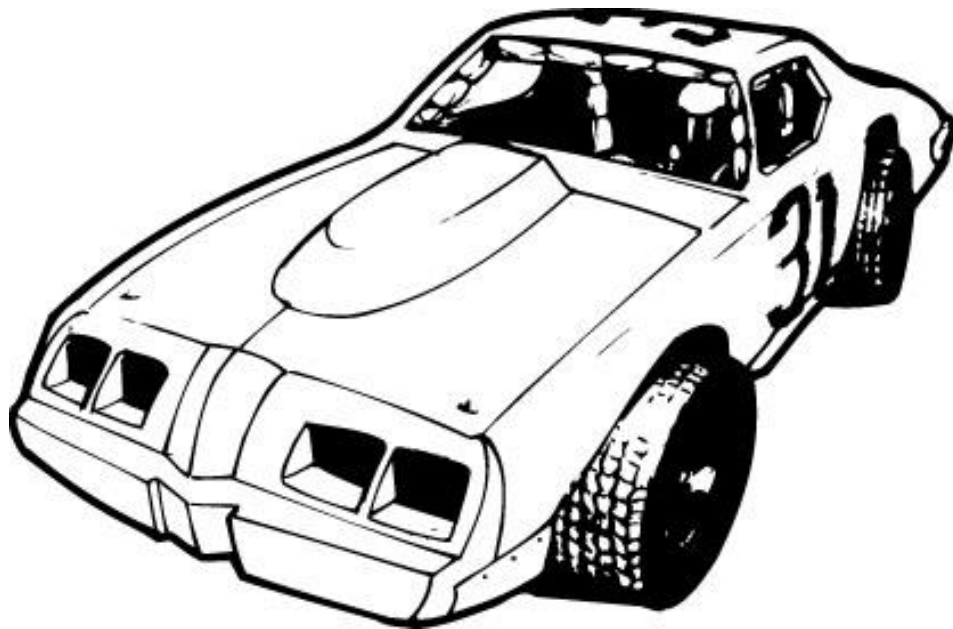


**Crisp Motorsports Park
Watermelon Capital Speedway
Race Rules**



**Race Car
Pure Stock Class**

2018 Pure Stock Rules

25 pound weight break for head and neck restraint.

25 pound weight break for full containment seat.

* Any 1960 or newer American made sedan with a stock factory wheelbase (1 INCH TOLERANCE).

* 3300 lbs with no penalties.

* 3300 lbs with 602 Crate. **Must meets GM/Nesmith Specs.**

* **Must have minimum 4" ground clearance under entire car.**

* **56% Maximum Left side percent.**

* All cars will be required to have at least a 4-point roll cage. Roll cage must be welded to the frame rails and all connections must be welded. All cages must be minimum diameter of 1 1/2 inch and minimum wall thickness of .090.

* A minimum of 3 horizontal in driver's door, and minimum 2 bars in passenger door.

* Must have stock front firewall and both sides of the floor pan to rear of driver's seat, (Steel firewall and floor allowed covering the car door to door 16 gauge). (Weight will be added if not in stock location; a small tolerance will be given.)

* May repair or patch the firewall and floor pan.

* May use racing steering wheels with quick release hub.

* Must have at least 3 windshield bars in front of the driver.

* Must have a 3-point release type seat belt and at least 3 inches wide at shoulder.

* Racing seat required.

* Boxing of drivers compartment ok.

* Must have a inspection panel.

* Unibody may be tied together.

* Front and rear clips must remain complete (STOCK).

* No jig built cars (meaning no scabbed over late models frames).

* No Mixing of frames. Example: No Camaro front clip with metric rear.

* Fuel cell mandatory must be in a container. Can alter floor to mount cell, but must be sealed.

* May replace stock dashboard with sheet metal.

* Must have bumpers front and rear.

* Aluminum and steel bumper ok, it must fit properly.

* Must have front tow hook.

* No radios. No mirrors.

* Window net required and must be in use when on track.

* Stock frame rails may be repaired with 3X2 tubing. Most of the stock frame must remain. (It must be approved by CMP Official's).

Headers

- * May run any header.

Body

- * 5 inches high × 60 inches wide REAR SPOILER (measurement is with bends).
- * Body MUST remain stock appearing Quarters can be no more than 2' outside of spoiler at top. 60" spoiler).
- * Side supports no higher than 5 inches in the back, 12 inches long at the bottom, 3 inches high at the front, No more than 3).
- * MUST have stock roof and rear posts. May sheet metal over the quarters. Sheet metal body ok.
- * If roof post aren't stock then they must have stock dimensions (weight may be added).
- * Body must be stock appearing. (Must keep stock body lines).
- * No Asphalt bodies.
- * No Fiberglass BODIES.
- * No flat deck type bodies.
- * No Late Model type bodies or noses.
- * No sloped nose pieces and nares (no iroc, MDE, Dominator type).
- * All bodies must be mounted straight up.
- * All bodies are subject to approval by the technical inspector. (Install it right the first time).
- * Fiberglass hoods ok.
- * May run aftermarket nose and tail piece.
- * Rocker panels not required.
- * Body must match frame.
- * Body must be centered on car.
- * Aluminum body parts ok.
- * Nose must match make of car. 70s model nose on a 70s model camera, Metric car must have a regal Monte Carlo or any 80s noses that go with a metric car.

Wheels

- * Steel wheels only.
- * Wide 5s allowed must have steel adapters.
- * 10 inch wheels only.
- * Beadlocks ok.
- * Hoosier tires. Scuffs (Only tires from track warehouse with proper stamping).

Suspension

- * A \$500 claim rule for all 4 shocks.
- * All suspension parts must be OEM stock replacement (unless otherwise stated in the rules).
- * Stock mount shocks in stock location.
- * Heim end Shocks on the rear (rear only) (may raise for Heim's shock).
- * No adjustable shocks (no Schrader valves).
- * Changing of springs ok.

- * No jack screws on the front (strictly enforced).
- * Adjustable Cups ok.
- * No Chrysler leaf springs.
- * No fiberglass leaf springs.
- * Screw jacks or adjustable shackles on the rear ok.
- * Disc brakes ok.
- * Dual master cylinders allowed. Dual master cylinders may be driver adjustable.
- * No brake shut offs.
- * Trailing arms must be stock, in stock location, May use offset bushing (may modify stock arms).
- * No adjustable holes in frame of any kind for anything. (Must use stock frame holes only).
- * May relocate any nonadjustable top A-frame towers, may run tube upper arms (nonadjustable arms). Towers CANNOT be adjustable.
- * May cut stock upper arms.
- * Lower control arms must be stock. (Stock location)
- * Stock OEM spindles only.
- * No Aluminum brake calipers.
- * Stock type steering box only.

- * No 5th shock pull bars, or reese bars (no traction enhancing parts).
- * Aftermarket power steering pump ok.
- * Steering quickener ok.
- * Any steel Driveshaft.

ENGINE

Option #1

- * 602 crate.
- * No altering of the 602 crate of any kind (must be sealed).
- * Any carb up to 650 hp

Option #2

All parts must have a stock, part, or I. D. Number.

- * No titanium parts of any kind.
- * GM 350 c.i.d., Ford 351 c.i.d., Chrysler 340 or 360 c.i.d. engines.
- * .060 for bore plus .010 wear.
- * Engines must be mounted in stock location center of chassis, #1 spark plug must be in line with or in front of upper ball joint.
- * Engine must be the make of the car.
- * No big block.
- * NO 400
- * Stock stroke for engine used (3. 48" Chevy).
- * May run racing gas, no additives.
- * Deck may be surfaced, but pistons may not exceed the top of block. **0 Deck Height.**
- * Engine balancing permitted...

PISTONS

- * Any flat top piston.
- * May be Hypereutectic - stock replacement only. Four Eyebrow Pistons Only. Eyebrow 4 size must be consistent for all 4 eyebrows. KB198 pistons. OK. Rings must have a minimum 1/16th and 3/16th.
- * Floated Pins Allowed. LW2256LW T.R.W. is the only forged piston allowed. No milling the top of piston, may fly cut for valve relief – 2 each
- * No dome pistons permitted.
- * Must have All Rings

CAM

- * Cam lift .425 intake / .425 exhaust. .425 -.450 cam lift and 50 lbs. Stock diameter Hydraulic Lifters only. No 4/7 cross fire cams. Valve lash .000.
- * No gear drive or belt.
- * Any timing chain.

HEADS

- * Factory Replacement heads have 73 cc minimum and no altering of any kind.
- World Product Head #4360
- RHS head #12400
- Engine Quest CH-350-1
- Dart #10024360
- * OEM Factory heads ok.
- * 70cc Open Chamber Heads.
- * Bowl cut must not exceed 1", must retain lips, no hand grinding.
- * 3 ANGLE VALVE JOB OK.
- * NO ANGLE MILLING.
- * NO VORTEX.
- * NO BOWTIE OF ANY KIND.
- * No angle plug heads.
- * No mismatching of Cleveland or Windsor heads, Ford production Iron head only. Mopar production Iron head only.
- * No porting and polishing on heads. (No alterations).
- * May run 1.5 long slot stock type stamped steel rocker arms, stock ratio roller tip ok (1.52 COMPS OK).
- * No Aluminum rocker arms.
- * Stud girdles ok.
- * No valve lash. .000
- * Lifters must be stock diameter to make of engine. Example: .842" Chevrolet, or. 875" Ford.
- * No Cheater Lifters.
- * May run screw in studs 7/16 ok and guide plates.
- * Steel Retainers only, Stock diameter
- * May run poly locks.

- * Stock type valve springs only (1. 265) valve spring size.
- * No Beehives.
- * No double valve springs.
- * **Must have stock diameter stems, no light weight valves.**
- * Valve size 1.94 intake 1.5 exhaust.

RODS

- * Stock length rod of make.
- * Example (Chevy 5. 7 connecting rod-H or I beam)
- * **May run eagle OR Scat**
- * **3/8 rod bolts only.**
- * No aluminum, titanium, carillo rods.

CRANK

- * Crankshaft stock stroke. Cast or steel crank. 350 must weigh 47 LBS. Scat or Eagle ok. Eagle # 103503480 cast 2 pc. Rear Seal - Scat # 9-10442 2 pc. seal. OK, Eagle # 103523480 cast 1 pc. Rear Seal - Scat # 9-10526 1 pc. seal. OK
- Must be run as produced, counterweights must not be windage cut when balancing, angles cannot be altered.
- * No billets.

DISTRIBUTOR

- * Any HEI style distributor. Stock type distributor. NO MSD ignition boxes-MSD module ok
- * Rev. Limiter OK. MUST NOT be mounted in driver compartment.

CARB

- * Any 600 cfm stock replacement vacuum secondary center section 1850, 80457, 80451, ect. dual lines with metering block on the back ok, choke horn and list number must remain intact.
- * Must be for make and model of car. Can remove choke butterfly. No porting and polishing. Dual feed bowls OK. **Main body and Base plate must meet stock Holley specs. Stock butterfly and uncut 6 brass screws. Spacer or adapter 1" max. Gaskets and spacer cannot exceed 1.350". No screw in air bleeds.**
- * No double pumpers.
- * Quadrajet ok (small block).

INTAKE

- * 1 inch spacer on intake ok (no higher than 1. 250 with gasket).
- * **Cast iron intake Only-** (no high rise or air gap allowed).
- * Intake no higher than low rise manufacture specs, (If the manufactures specs say it's a high rise, it's a high rise.)
- * Carb pad height will be no higher than A-B measurement (4. 55), A-B measurement is without spacer.
- * No porting, cutting or polishing of any kind.
- * No bowtie or marine intakes.

TRANS- DRIVELINE

- * Stock type Trans only.
- * Stock type clutch and pressure plates only (13 lbs both).
- * No triple disc.
- * Automatics must have stock diameter torque converter. No racing transmission (no dummy converter).
- * NO racing transmissions (no Jerico type trans).
- * Flywheel must weigh 14 lbs.
- * May run Nodule iron flywheel.
- * No Aluminum flywheels.

REARENDS

- * Stock rear end.
 - * Disc brakes.
 - * Floater 9 inch ok.
 - * May change gears.
 - * May run Ford 9".
- * Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding on all participants.
- * Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to at the discretion of the officials.

ALL RULES ARE SUBJECT TO INTERPRETATION BY TECH OFFICIAL. ALL RULINGS BY TECH OFFICIAL IS FINAL. Any situation not specifically covered in these rules will be acted upon by the

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