Tomahawk Speedway
Pure Stock Class Rules

Updated 6-5-18

These rules are property of Tomahawk Speedway. The guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Tech Director, or the management, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of The Speedway officials, whose decisions are final. The Speedway may at any time out law any engine, chassis, or body part that may be too costly for pure stock racing. Our goal is to keep short track racing as affordable as we can. All cars and drivers must have car and driver data sheet on file with Tech Director before the car is allowed on track. Any car or part maybe held for examination at any time. Minimum age for driver is 14. Must have proper wavers and forms on file with track management

GENERAL:
This is a production division, unless specifically listed below as an allowable modification; you may not change or modify the car or parts in ANYWAY.

CAR ELIGIBILITY:
1960 and newer American made, front engine rear wheel drive cars. No convertibles, El Caminos, no Nova or Camaro platform cars. Min. wheel base 108", plus or minus 1”. Any body may be run on any frame. Frame and driveline must match.
Minimum weight 3200 lbs. Weight added to the car must be painted white, clearly marked with car number, and securely fastened to a protected portion of the car with a minimum of two 1/2 inch bolts.

BODY

GENERAL:
Complete factory production body or exact aftermarket steel body panels required. Fenders may be trimmed (if not excessive) to remove rust out, must retain stock appearance. Stock appearing bumpers required. Bumpers should be welded in place. Bumper ends must be capped and have supplemental attachments to the fenders which prevents the hooking of bumpers. OEM or aftermarket plastic nose

and cover allowed providing stock appearance is maintained. Nerf bars must not extend beyond the bodyline.

STRIPPING AND GUTTING:
All flammable materials, including carpets, pads, and door panels must be removed from interior and trunk. All exterior trim including lights, body moldings, door handles, mirrors, etc. must be removed. All glass must be removed, a minimum of four 3/8inch bars must be welded into the windshield opening in front of the driver, in addition screening is highly recommended.
Air conditioner compressors, smog pumps, excess wiring, wiper motors, heater and air conditioning boxes and coils may be removed, holes left in firewall must be covered. Drivers compartment must be separated by complete metal firewalls from engine and trunk compartments. Doors must be strapped, bolted or welded shut welding is recommended.
Hood and trunk must be secured with hood pins only. No other latching devices allowed. Body mounting bushing material is unlimited, stock dimensions must be maintained. Hood bracing and front inner fender may be removed. Body panels inside drivers compartment may be trimmed, but only for the fitment of a roll cage, OE panels must remain within 1" of cage. Dash may remain.

ROLL CAGES:
Roll cages are required, main cage must be a minimum of 1.5 inch od .095 mild steel tubing, or 1.5 inch .065 chrome molly, no cast or thin wall tube allowed and must be official approved. It should be constructed so the B hoop is higher than driver's head. The cage must be mounted to the frame, gussets are required at main intersections, and all intersection points must be properly fitted and welded with welds running the full 360 degrees. All cages must have a bar running vertically from a point where the "A" bar meets the Halo down to the top door bar.

Three door bars are required on drivers side 2 door bars are suggested on the passenger side. In addition the drivers door bars should have a 1/8" steel plate welded from the upper most bar to at least the bottom bar, and running from the front down brace to the rear down brace. Radiator mounting hoop allowed. Main cage may tie into the frame at any point between the core support and the rear filler panel, no support in front of radiator or behind rear panel. Halo must have at least 1 diagonal support and main "B" hoop must be cross-braced. All required bars must be the same material as the main cage. It is your responsibility to construct a cage assembly capable of protecting you from injury. If running a unibody car you may connect front and rear stubs with rectangular steel tube. Rear frame sections (behind kickup) may be replaced with two inch by three inch box tubing with a maximum thickness of 3/16".

TIRES AND WHEELS:
Stock steel wheels or aftermarket 1 piece steel racing wheels with a maximum width of 8 inches. Oversize studs (1/2 inch min.) and lugs required. Steel wheel spacers of ¼" are allowed. Standard street type tires only with a maximum aspect ratio of 60. No all terrain, LT, snow/winter/ice, recap or race tire allowed. No cutting, siping or chemical treatment is allowed.

BATTERIES:
Steel to steel tie downs required. Batteries mounted in passenger compartment must be in a plastic case sufficient to hold the entire acid content of the battery. One 12volt battery only.

ENGINE AND DRIVE TRAIN:

ENGINE:

Stock, stock steel or rubber mounts, stock location. Stock cast iron block, heads, and 2 bbl intake required on a 350ci engine, a 4 bbl intake allowed on a 305ci engine with any stock carb (see carb rules). All engine parts must remain in their original "as cast" configuration, without modification or coating. Any modifications are illegal unless listed below. Max overbore .040. Maximum displacement 360 cubic inches, Mopar 366 CID. Approved motors are GM 305 and 350 CID, Ford 302 and 351w, Mopar 318 and 360 CID. 2018 will be the last year you may run a 350 or its equivalent in Ford & Chrysler.

HEADS and CAM:

NO aftermarket, bowtie, Vortec/swirlport, “double hump”, or SB Chevy angle plug heads. Flat tappet hydraulic camshaft only. Rocker arms must retain stock ratio (1.5 on SB Chevy) No aftermarket or roller type rockers allowed. Stock length pushrods only. Cam lift on small motors (305, 302, and 318) limited to .420 MAX. All Motors must be able to idle at 500 rpm for at least 30 seconds. Note: 2017 all motors will be at 420 lift cams max, measured at the pushrod. NO 2.02 valves.

OEM replacement piston allowed, flattop with 4 symmetrical reliefs or dished. Crank must match block. Engine compression ratio 9.5:1 max. Guideline 150-psi compression.

Stock ignition system only.

One engine movement limiter (cable, chain, or rod) may be installed. Must be free in off position.

CARBURETOR:

Carburetor as installed by manufacturer on the baseline model is required (one 2 bbl max.) GM 305, Ford 302 and Mopar 318 may use STOCK (unmodified except removal of the choke plate and rod) Holley 4412. $150.00 exchange claim on any carb. Adapter (if req for 4412) limited to 1 inch with straight perpendicular holes. Factory snorkel type air cleaner or 14" x 4" max after market air cleaner with solid metal top and bottom, no flow control designs allowed. No 4 BBL intakes, except 305. 350 must run 2 bbl Rochester.

TRANS & REAR AXLE:

Stock, unmodified automatic as manufactured, and delivered, with working forward and reverse. Stock appearing 11“ torque converter required. A trans cooler may be added but must be under hood located between fan and firewall. A driveshaft loop of 1/4" steel 2" wide is required, and must be mounted at least 5” back but not more than 10 “ back of the front u-joint. Driveshaft must be painted white. Rear axle may be open, or locked, no limited slip or ratchet styles allowed. Any ratio allowed. Moser engineering OEM replacement axle shaft allowed. Other manufacturers OEM replacement axles may be allowed subject to tech inspector’s approval.

BRAKES:

Stock, must be capable of locking all 4 wheels independently. Steel brake lines only.

Stock proportioning valves only, no adjustable or aftermarket valves. On GM metric chassis the Coleman GM metric replacement steel rotor and hub assembly is allowed on front, no rear disc (drum only).

EXHAUST:

Stock cast iron exhaust manifolds only. No center dump exhaust manifolds. A complete leak free, tight exhaust system must be run from the engine to an area behind the driver before exiting. No "H" or “X” pipes. Stock type Y pipe allowed, no other 2 into 1 systems. Mufflers allowed but are (at this time) not required. Must exit behind the driver.

STEERING AND SUSPENSION:
Stock only. Absolutely no modifications, except as listed below. Front and rear control arm bushing material limited to non-offset rubber or urethane only, stock dimensions required. Stock OE replacement, nonadjustable gas or hydraulic street shocks only. No coil over, aluminum body remote reservoir or race shocks allowed. Any spring rate is allowed; spring must be stock appearing with correct diameter and must fit in stock mounts. No screw Jacks.

STEERING COLUMN:
Any steering wheel allowed, stock column required, rag joint may be replaced with ujoint. Steering column from the firewall to the original wheel position may be replaced with a collapsible replacement shaft, stock intermediate shaft and joints are required, steering wheel location within 1" of stock is required. (GM metric, 34" from firewall to end of shaft) Steering wheel pad is recommended.

COOLING SYSTEMS:
Any radiator allowed which will fit in stock location. 180degree minimum fan shroud required. Minimum 1gallon overflow required mounted in engine compartment. No electric cooling fans.

FUEL TANKS:
Cells are recommended. Tanks, if used, should be plastic type and must be relocated inside the trunk area. Tank, must be securely fastened to the trunk floor with a minimum of two, 1" by 1/16" straps in each direction, bolted through the floor using doubler plates or installed in a safely constructed frame. Tanks shall not be mounted within ten Inches of the rear panel or extend beyond the frame rails. No bottom draw tanks. Maximum size 16 gallons. Fuel cells are recommended which may be mounted through the trunk floor in a frame. Trunk floor may be cut only enough for cell clearance. Minimum ground clearance 10 inches. (Cell required on wagons.)

SAFETY EQUIPMENT

SEATS AND SEAT BELTS:
An Aluminum race seat securely mounted to the cage is required.
All cars must be equipped with a 5 point racing type seat belt and shoulder harness, which must be connected to the frame or cage, in good condition. Seat belts must be a minimum of 3" wide. Shoulder and submarine strap shall be a minimum of 2" wide. Quick release metal-to-metal buckles are mandatory. Belts must be tagged 2012 or newer for the 2016 season. It is suggested that belts be changed every 3 years. Any belts with cuts or frays are unacceptable.
NOTE: We urge you to pay particular attention to this part of your car; YOU are responsible for your own safety.

WINDOW NETS:
All cars will be required to run an approved window safety net. Window net must be large mesh 12" minimum length. Window nets will fall down and will snap with a seat belt snap on top front corner of window.

FIRESUIT:

All drivers must wear a full approved fire suit constructed of fire resistant material (Nomex, Durrette, etc.) treated cotton uniforms are not adequate. Fire resistant gloves and shoes are recommended.

HELMETS:
Safe full face helmets are required any time you are on the track. We recommend helmets with SNELL SA05 or later stickers. It is your responsibility to be certain you are wearing a safe helmet.

KILL SWITCH:
Each vehicle should be equipped with a master battery disconnect switch, mounted at drivers "B" pillar area, and be accessible from outside the vehicle. Switch must be clearly marked "on" and "off".

FIRE EXTINGUISHERS:
Each vehicle must be equipped with a charged 2 pound minimum BC rated steel fire extinguisher with gauge, mounted in a quick release bracket within easy reach of the driver. On board fire suppression systems are recommended.

MISCELLANEOUS

PAINT AND NUMBERS:
All cars must be neatly painted and professionally lettered. Light colors are recommended, cars using dark base colors must have sufficient lettering and contrasting light colors to cover 1/3 of body. Numbers must be a minimum of 18" high located on both sides of car and the roof. A 6" number is required on left headlight cap or nosepiece as well as the rear bumper or filler panel. Drivers name in clearly readable lettering must be on the passenger side of the car, suggest rocker or above passenger window.

TOW HOOKS:
A secure towing device (hook, cable, etc.) MUST be in place both front and rear.
Securely fastened and located so as not to present a hazard in the event of contact.

RUBRAIL:
Rub rails with a maximum size of 2" x 1” may be installed at the widest point of the body, touching the body during its entire length, wheel well to wheel well. It must be painted the same color as the background it touches and be as inconspicuous as possible, with bolts or screws countersunk and all corners well rounded.

RADIOS:
Two way radios are not allowed.

IMPORTANT: ONLY THE ITEMS LISTED MAY BE CHANGED. NO OTHER UPDATING, PREDATING, INTERCHANGING OR MODIFYING WILL BE ALLOWED. THIS MEANS EVERY ITEM MUST REMAIN AS DELIVERED FROM THE MANUFACTURER. ON ITEMS OF LIMITED PRODUCTION THE BASELINE MODEL SHALL BE USED TO DETERMINE LEGALITY.

Approved muffler numbers: NAPA 17713 or 17714, Dynomax or Walker 17731 or 17732, or OE replacement muffler.

Please also remember we take pride in our race track and drivers. Please provide us with a clean nice looking car for our fans. We are here to put on a show. If we all work at it...it will only be better for all.

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