



8655 Piper Rd, Punta Gorda, FL 33982

2020 V-8 PURE STOCK RULES

(Previously V8 Bombers)

**Any 100" or larger stock coupe, sedan, or station wagon. Uni-body OK, No high performance or special order vehicles.
MUST BE COMPLETELY STOCK GEOMETRY FROM FRONT TO REAR**

BODY:

- A. Roll bar: For the driver's protection, 4 point minimum. The roll bars may reinforce the body or frame. 1 single bar on each side from top of loop to rear of main, to the furthest point of rear frame- NO X-ING frame or altering the geometry. These bars are for fuel cell protection only. One single bar may be run from center cage through front firewall to front frame, but cannot pass bell housing.
- B. No bracing or x-ing of any kind.
- C. All doors are to be welded, chained or bolted shut.
- D. All glass is to be removed. Must use lexan only. **No Plexiglas of any kind.**
- E. Complete front bumper and rear bumper must be retained - NO sharp edges of any kind will be permitted.
- F. Firewalls made of steel must seal the engine area and also the trunk area from the driver's compartment. Front inner fenders may be removed.
- G. The gas tank is to be located on the trunk floor. Track approved tank of fuel cell recommended. All tanks must be securely mounted. Approved plastic tanks can be used as long as it is in a track approved metal container. **PLASTIC TANKS MUST BE IN METAL CONTAINER.** Fuel cell may drop through trunk floor of half the depth of the cell, BUT MUST BE A MINIMUM OF 10" ABOVE TRACK SURFACE
- H. All trim and lights are to be removed. All interior removed (back seat, carpet, head liner, etc...) If it burns remove it!!
- I. The battery may be relocated anywhere The battery is to be bolted or strapped down.
- J. Mirrors are allowed.
- K. Rear end may be welded locked. All parts must be steel. Must have 1" inspection hole in rear end cover**
- L. Hoods, doors & trunk lid only may be gutted. Core support may be changed.
- M. Stock body can be re-covered with steel or aluminum. **MUST** remain stock configuration and appearance of body and replacement parts
- N. May use fiberglass hood.
- O. Ground clearance: 6" body, frame, & side skirts. Spoiler must be 5" x 60"
- P. Body must be square on frame. No off setting of body or panels
- Q. Converters: NO light weight converters. 10" Vega converter add 25lbs

BUMPERS:

- A. Track approved bumpers only. No sharp edges. MUST be strong enough to lift with tow vehicle for tow purposes at front **and** rear

TIRES/WHEELS:

- A. Tires street DOT, No special or recapped tires. Radials only 75 or 70 series only.
- B. Maximum wheel width is 8", any offsets.
- C. Stock racing wheels. All 4 MUST RUN LARGE LUG NUTS.
- D. White spoke wheels recommended, no mag or aluminum wheels allowed.
- E. 4 wheel working brakes- brakes must work on all 4 wheels
- F. No air bleeders allowed – pop off valves.

ENGINE:

- A. Exhaust system must have stock manifolds, or 1 5/8" headers with 3" collectors. Pipes must exit past drivers compartment, No more than 3" O.D. No center dumps, No X pipes, must extend to exit, then 2 pipes can merge into one (4" x 18"). No step headers - **max cost of headers must not exceed \$200.00 (cost will be verified)**
- B. Carburetor must be stock 2 barrel or 4 barrel that comes as originally equipped. 2-barrel 4412 - 500 C.F.M., Must pass with track tech tools.
- For open motors - 4 barrel must be Quadjet with 390-410 lift cam
- C. Block 350 - 2- bolt or 4 - bolt main bolts. Builder option, NO studs, .060 max overbore plus .010, Zero deck builders option. NO grinding or painting in block, screens OK, NO over bore of lifter holes or repairs.

- D. Heads - Stock open chamber head stock valves, OR EQ Heads with IMCA Hobby Heads (76cc)- NO after-market. 1.94 intake and 1.50 exhaust. 3 angle valve job allowed - NO bowl cutting - flat cut only - 72 c.c. chambers, open motors shall have 100 lbs. seat pressure & 602 crate motors shall have 80lbs seat pressure. Diameter= 1.250 max diameter for open motors, Stock rocker nuts & balls
- E. Piston cast iron 4 eyebrow, stock pin height rings builders option,
- F. Rods 5.7 Stock O.E.M. Rods NO after-market, fasteners & balancing builders option.
- G. Crank - G.M. cast crank 48 lbs. - NO knife edge, balancing OK.
- H. Camshaft 390 intake and max 410 lift cam allowed w/ 4 barrel quad jet OR 450 lift cam 500 cfm Holley 2 barrel (#4412).
 - 1.5 G.M steel rockers O.E.M. lift will be checked out
 - Rocker - NO stud girdles
 - Stock O.E.M. G.M. lifters
 - Camshaft must be installed straight up no degree buttons may run double roller chain nonadjustable gear.
- I. Intake - Stock G.M. Quad-jet - 390/410 cams
- Cast iron intake - NO bowtie or corvette intakes
- J. Dist. Stock G.M. H.E.I. distributor only - No locking or welding. Stock springs only for advancement length
- K. Push rods stock diameter.
- L. Water pump steel or aluminum, Stock harmonic balancer, OEM for engine, NO SFI, oil pan, valve cover, pulley builders option.
- M. No air box to carb. Or air cleaner
- N. Aluminum radiator OK.
- O. L-88 flywheel OK 14 lbs min. Stock 10" clutch & pressure plate. Hydraulic throw out bearing allowed in open and crate motors
- Stock clutch and pressure plate. Hydraulic throw out bearings are allowed in open motors
- P. screw in studs and poly locks ok. No guide plates.
- Q. 602 steel head GM crate motor: must have Holley #4412 C or CT carburetor only

DRIVE TRAIN:

- A. All drive train is to remain stock.
- B. Transmission/STOCK, Automatic transmission and converter. Converter must be 12" GM steel - no aluminum or VEGA converters. No shift kits, etc.
- C. Drive line must remain stock as per manufacturer.
- D. One drive shaft loop mandatory. Two preferred. Drive shaft must be painted white with car number on it.
- E. Stock unmodified Standard with all gears in working order, no 5 speeds, OEM stock for manufacturer. May use L-88 Z28 flywheel, min. or 14 lbs, all other makes 14 lbs. All flywheels to be on 4-17 Southern Speedway scales, zero-negative tolerance. Stock clutch and pressure plate only, no solid center disc clutch's, stock means Prestige, Autozone, Discount, etc- off shelf parts. All pedals, Z bars and linkage is to be stock. Hydraulic throw out bearings are allowed
- F. Engine is to remain in stock location and on stock engine mounts for that chassis used. Frame cannot be notched anywhere, all body mounts can be removed. Solid motor and transmission mounts are legal- but must be in stock location

WEIGHT:

Automatic trans. 3100, Standard trans. 3300, Full frame 55% LS, Unibody 54% LS. Converters: NO light weight converters. 10" Vega converter add 25lbs

SUSPENSION:

- A. 6" ride height 0 tolerance. This includes skirts and body panels
- B. Front springs must be same height side to side. NO bump stops. Spring rate must be equal to 1000, 1100, or 1200
- C. Rear springs ½" tolerance difference on height any rate, no lowering blocks or adjustable shackles. Shackles must be stock length
- Rollbar -0- may run down bars front and rear with 2 connecting points.
- D. No adjustable or rebuildable shocks allowed. Must be "WB" (welded body) shock with equal rebound and compression. 50/50 (ie: 3 in 3 out, 5 in 5 out) NO EXCEPTIONS. All shock numbers must be apparent, legible, easily found, and readily available to Tech Inspectors. Any shocks with missing, altered, or partial numbers will result in automatic DQ
- E. All trailing bars on rear end to be in stock location. Stock bushings (rubber or neoprene), and no offsets
- F. All trailing bars on rear end to be in stock location with stock bushings & no offsets allowed.
- G. Sway bars to be 1 3/8" maximum. Sway bar links must be stock with stock configuration and in stock location. Sway bar links to be equal length on both sides. Adjustment to one (1) side only is permitted, and must be done with althread. One side mount in factory position.
- H. Right front wheel may be cambered by maximum 5degrees and will be checked by 4-17 SSE official in tech.

FUEL:

Standard E87 (or above) fuel or race fuel (maximum 110 octane) only. No E-85, or avgas. No trick additives, no alcohol, No fuel cooling devices allowed.

COMMUNICATIONS:

- A. Raceceivers are required

B. Radios and spotters are allowed

Additional Rules Section

1. A "start and park" does not constitute competing and will not be calculated into the year end points.
2. Any engine not in these rules can be looked at on a case by case basis.

*****The rules are in addition to the "General" track and safety rules. It is your responsibility to know the rules. A claim of "I didn't know" or "you did not specify" will not release you from the liability of the rules. Tech inspection has final say on all issues, and that call is not reversible. If it does not say you can do it- don't do it. If you feel a rule is not clear - ask questions- rules are not open for personal interpretation. *****

The track reserves the right to add weight at its discretion for the fairness of competition.

****If these rules do not say you can do it then don't do it! All interpretations by the Tech man are final. You are responsible to know the tech man's position on all rules. Refer to the General & Safety rules for more information and requirements****