



I-35 Speedway 2024 Pure Stock Rules

Updated 11-18-23

This class is intended as an economical and/or an entry level Driver class. OEM means stock, unmodified, as designed by the manufacturer. Alterations or modifications not specifically allowed for in these rules will be considered a violation of these rules. Speedway officials will have the final word on all matters of the rules. Officials may restrict any car from competing at any time. I-35 Speedway reserves the right to change any rule at any time for the betterment or safety of the sport. Please also read the General Rules.

All rules in ***Italic*** have been updated or clarified. In these rules: if it does not say you can do it, then you cannot do it.

From time to time, we receive requests from competitors from other tracks to come compete in this class. Our intent is not to legislate out a competitor but instead to find a way to make cars competitive, so everyone may come and have fun. We welcome these occasional drivers who are not competing for points but instead want to try out another racetrack. USRA and IMCA Hobby Stocks, Mid America Factory Stocks, and MOKAN Pure Stocks are welcome at I-35 Speedway and must meet their rule book, **minimum weight 2,950**, and compete with a 6200-rev limiter chip.

1. BODY & FRAME

- American made **1960** or newer Rear Wheel Drive, front engine car.
- No sports cars allowed (Corvettes or any fiberglass bodied cars).
- All bodies must remain stock appearing and in stock location on the frame.
- All bodies must be steel OEM panels or steel OEM Replacement panels only. Sunroofs must be closed using mild steel panel and welded. Shell Valley fiberglass composite roof for the 81-88 Monte Carlo allowed; B and C-pillars must remain OEM dimensions.
- Body must match manufactured frame. Wheelbase must match manufactured frame.
- 1970-1982 Camaro may be used but you must use a 2"x 2" sub-frame connector under the car only to connect front and rear sub-frames. You cannot under sling the rear end of the car. All rear suspension mounting points must remain in stock location.
- All frames must remain stock and unaltered. If rear frame rails are rusted and need repaired, you may cut the frame at a point no farther forward than the vertical center line of the rear end housing and replace them with 2"X 3" .095 rectangular tubing minimum.
- Rear firewall must be installed to close off trunk area from driver's compartment completely.
- You may use a minimum of .035 sheet aluminum or sheet steel.
- OEM fire wall and OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge, or minimum .049" thickness. Securely welded to frame. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail. Exception is maximum eight (8) inch tall driveshaft tunnel like OEM tunnel in size. There can be no gaps or holes between floor pan and body. All holes must be closed off with a minimum of .035" sheet aluminum or sheet steel.



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- Fire wall and floor pan can be moved no further back than the body mount (rear of oval frame hole).
- All glass, chrome, exterior trim, and fiberglass body parts must be removed.
- Gutting is allowed, you may gut the interior, hood, trunk lid, doors, and fenders for reasonable tire clearance, and under fuel cell for fuel escape. You may remove the trunk floor above the rear end and rear suspension area for inspection purposes. No aluminum hoods or trunks. **The front and rear inner wheel wells may be removed.**
- **Aftermarket nosepieces and/or tailpieces are permitted. The front nose piece must remain eight (8) inches above the ground. Aftermarket fiberglass OEM replacement roofs are permitted for the "G" body cars.**
- No spoilers or wings allowed.
- Fabricated front and rear bumpers allowed. Rounding hoops above and below rear bumper are allowed to help protect the fuel cell in trunk.
- Deck lids must be secured using quick release pins only (no nuts or bolts).
- All cars must have a minimum 5/16" chain on front and rear of car and easily accessible for towing purposes.
- **Aftermarket steel or aluminum hoods are permitted but must maintain OE body lines and remain in the OEM installed location. Trunk lids may be OEM or aftermarket aluminum or steel and may be gutted. Concaved hoods and/or trunk lids are not allowed. Hoods and trunk lids are mandatory and must be pinned, not bolted.**
- **Front and rear bumpers are mandatory. Sharp edges are not allowed. Tubular front and rear bumpers are permitted, maximum two (2) inch by ninety-five thousandths (0.095) inch and must be bent to fit with rounded ends and must be covered by molded plastic nosepiece and/or tailpiece. Bumpers must be mounted frame-end to frame-end. The center of bumper must be between sixteen (16) and twenty (20) inches and no part of the bumper may be lower than twelve (12) inches from the ground. Bumpers must be hollow (cannot be filled or solid). Bumpers must be in stock location. Front and rear bumpers must be capped to the fender, the width of the bumper. Reinforced bumpers are not allowed.**
- Side skirts are permitted. Skirts must maintain five inches of ground clearance at the lowest point and not extend above the first body line on the doors and quarter panels.
- All cars must be clearly marked with numbers on the driver's side, passenger side, roof, front, and rear. Side and roof numbers shall be a minimum of 18" tall and contrast car color. Front and rear numbers shall be a minimum 5" tall and contrast car color.

2. WEIGHT

- Minimum car weight including driver is **2,950** pounds. Track scales are final.
- Any weight added to car must be attached by weight clamps and must be painted white with car number on it. Weight must be attached by a minimum of two ½" bolts or weight clamps. No bolts welded to bars or frames.
- Weight must be mounted inside the trunk; no weight can be mounted up high on roll cage or in the cockpit of the car.

- Any weight found lost on racetrack will result in a disqualification.

3. STEERING & CHASSIS

- Steering column must be in stock location. Quick release steering wheel mandatory. Quick Steering allowed.
- Must have original OEM suspension pieces and in stock locations with the following exception Tubular upper A frame but must be stock lengths only. G-Body can be 8" long on the right and 8 ½" long on the left.
- No weight jacks of any kind.
- No independent rear suspensions.
- Aftermarket trailing arms are allowed. However; any trailing arm used must be stock length with no offset bushings and mounted in stock location. Maximum height of trailing arm mounts are top 3 inches and 3.5 inches measured to center of bolts. If using a 9" Ford rear end, all mounting points must match all mounting points on the rear end being removed. Rear trailing arm bushings must be rubber or Neoprene full size OEM type; they cannot be drilled out for softening or altered in any way. Same for front A-Arm bushings, no altering of any kind and they must remain OEM.
- Racing shocks are allowed. Shock must be in stock location and in stock mounts only. Only one shock per wheel is allowed. No Heim end shocks, no aluminum shocks. Shock adapters that allow Heim end shocks to be mounted in stock location are NOT allowed. No adjustable or twist type adjustable shocks are allowed. No pressure adjustable shocks of any type are allowed. Shock mounts cannot be altered, cut, re-welded or changed in any way to mount shocks. Shock cannot preload spring. Shock shaft must be able to compress all the way into shock body. Shock shaft must move in both directions from its installed position and measured at ride height.
- Anyone caught altering shocks in any way will be disqualified for the night.
- Racing springs are okay. Springs must be mounted and tethered in stock OEM location, maximum of 13" rear springs on both sides. It is required to run the same length on both sides.
- No weight jacking device, or spring rubbers of any kind allowed.
- No adjustable lower blocks.
- Sway bar must remain stock, stock length bolts and spacer (same length) on both sides of the front end, if you choose to run one. It is not required to run a sway bar.
- No adjustable spring spacer on the front and rear. You may cut to fit on front only. If spacer blocks are used on the front springs, they must be the same height and size left and right.
- Steering center link and tie rods must be stock, all stock measurements will be used. No steering geometry enhancement parts allowed.
- No chain limiters.

4. ROLL CAGE & DRIVER'S COMPARTMENT

- A minimum of a six-point roll cage is required with a minimum of 3 driver's door bars and 2



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- passenger side door bars.
- The roll cage must be welded to the frame of the car. No set back cages are allowed. Main halo behind the driver cannot be further back than 44" from center of windshield to the front of halo behind the driver. No offset cages are allowed.
 - Camaro's must weld the roll cage to a 6" X 6" X 3/16" steel plate. Plates must be fully welded to floor pan, then drilled and bolted to a 6" X 6" X 3/16" steel plate below the floor pan. Front and rear hoops are allowed. It is mandatory that the driver's side door bars be plated with 18-gauge steel. Roll cage must be fabricated from *minimum* 1.50" X .095 wall tubing. Roll cage can be no more than 2" behind the B-pillar. Driver seat may be no further back than rear edge of B-pillar.
 - 1982-1992 Camaros and Firebirds: must have a minimum 6-point cage and weld the roll cage to a 6" X 6" X 3/16" steel plate. Plates must be fully welded to floor pan, then drilled and bolted to a 6" x 6" x 3/16" steel plate below the floor pan. Front and rear hoops, and all down bars must be welded to steel plate and bolted in at least two places on all mounting points by at least two 3/8ths bolts. Front and rear hoops are required. Driver's door bars must be plated with 18-gauge steel from top door bar to bottom door bar and from rear of seat to 12" in front of seat. There must be a minimum of three bars in front of driver fabricated with a minimum 3/8" steel rod.
 - Maximum of seventy-six (76) inches from back of engine to front edge of rear hoop is permitted and top halo must be no less than forty (40) inches across left to right and twenty-nine (29) inches front to back, from outside to outside.

5. REAR END & DRIVESHAFT

- OEM original type rear end in stock location is allowed.
- 9" Ford rear end allowed with drum or disc brakes. Floaters are allowed. No gun drilled axles. No aluminum except axle cap and drive flange.
- Gears may be locked, no limited slip. Spool must be steel.
- A steel driveshaft only is required. Driveshaft must be 2" minimum and painted white. A driveshaft loop is mandatory and must be fabricated from a min. of 1/4" X 2" steel strap around the driveshaft no further back than 6" from the back of the transmission.
- Lightened gears or center sections allowed.
- All mounts on rear end must be welded solid. No swivel cup spring perches allowed.
- Hub and/or drive flange assembly may not be oversized, and entire hub assembly must match both in material and dimensions from side to side.
- Axle tubes manufactured of exotic, heavy materials will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.
- Axle housing mounts fabricated of exotic, heavy materials will not be permitted.
- The completed axle housing mounts, when comparing the right and the left side,



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must be as similar in design as possible.

6. BRAKES

- OEM factory original type brakes only. Brake pads must be same design left to right on front of car. Rear disc brakes are allowed. Rotors must be OEM replacement except for floaters, no aluminum. No lightweight brake parts are allowed. Right front brake shut off, NOT ALLOWED.
- All four brakes must lock on inspection.
- Brake pressure residual valves are allowed.
- Aftermarket pedals allowed. Brake bias allowed front to rear only.
- All brake parts, rotors, calipers, drums, and all mounts must be steel. No aluminum allowed. Brake caliper pistons must be the same diameter left and right.

7. TIRES & WHEELS

- Tires can be American Racer G-60 KK704 or Hoosier G60 Only and may be grooved, siped, and/or ground tires.
- Bead locks allowed on the right side only.
- No softening or conditioning of tires is allowed. All tires must meet a durometer of no less than fifty (50).
- No aluminum wheels. Minimum 1" OD lug nuts. Wheels must be 7" or 8" wide and made of steel.
- Wide-five adapters are prohibited.
- Spacer or wheel adaptors allowed, must be aluminum, but cannot be more than one-inch total thickness.

8. ELECTRICAL & IGNITION SYSTEMS

- 12 Volt only Battery may be moved and must be securely mounted. If in driver's compartment, it must be totally encased. Battery positive post must be covered.
- No voltage enhancing devices allowed.
- All wiring shall be neatly bundled and secured to chassis, all wires passing through holes shall have a rubber grommet to prevent wires from shorting to chassis ground.
- OEM HEI or OEM point distributor only with one stock 12-volt coil is allowed. No aftermarket performance parts allowed except for plug wires. Distributor, all parts, and components must remain totally stock appearing (OEM) inside and out.
- No timing retard, voltage reduction, or traction control devices of any kind allowed.
- Must utilize a soft-touch rev control box MSD part #8727CT with a 6200 RPM maximum chip. Ground wire must be ground by itself in visible site for inspection. Plug must remain and cannot be removed. MSD box must be mounted in front of the driver under a hatch in the dash and must be easily accessible for inspection.

9. FUEL SYSTEMS



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- Fuel cells are mandatory. Fuel cells must be encased in an approved metal container of no less than 20-gauge steel. Fuel cell must be mounted in the trunk area of car only using a minimum of two 1 ½" X 1/8" steel straps wrapped completely around cell and mounted to chassis of the car. Bottom of fuel cell must be set in car no lower than bottom of frame rail.
- Fuel lines may be routed in one of two ways: (1) Under the car and kept above the bottom of the frame rails or (2) run through the interior of the car but must be run through a steel tube.
- All fuel pumps shall be mechanically driven and bolt directly to engine block in stock location.
- No electric, belt drive, or rear drive fuel pumps allowed.
- No pressurized fuel systems allowed.
- No fuel additives including scents of any kind are allowed.
- Pump gas only. Not to exceed 92 octane. No blending of fuels.
- No 110-racing fuel allowed. No E-98 allowed.
- E-85 allowed.

10. CARBURETOR

- 4412 Carburetor only on Standard Engine. Must be stock and pass a go no go gauge. No altering of booster cluster. Throttle shaft must remain stock and must not be thinned or cut in any manner. Stock throttle plates and screws, must not be thinned, cut or tapered. Maximum throttle bore 1 11/16" and maximum venturi bore 1 3/8". No modification of carburetor. No boring or polishing of throttle or venturi bore allowed. No Performance Carbs. Carburetor is subject to claim. The track has the right to exchange your carburetor with a new one. You can use carburetor adapter, Mr. Gasket part #1933 or #1929 or Transdapt #2087. You may also use a Billet or Phenolic adapter; all adapters must remain unaltered with straight through holes, no machining, no tapered. Total maximum thickness of the spacer and gaskets cannot exceed, 1 and 3/16" inches for standard engine option. **No billet metering blocks or base plates. No dial a jet. Changing jets allowed.**
- Competitors selecting the Crate engine option must compete with one unaltered GM two-barrel Rochester carburetor. Spacer between carburetor and intake may be no more than one-half (0.5) inch total with one-tenth (0.1) inch maximum thick gaskets and may not be throttle bore adjustable. Aerosol carburetors are not allowed.

11. INTAKE

- Stock cast iron OEM Quadra jet or 2-barrel intakes. NO OEM Performance intakes are allowed.
- The following aluminum intakes are allowed: GM – Edelbrock #2101, 2701 or 3701, Star Performance #9101, or Renegade #72001, Ford – 2121 or 2181d, and Chrysler – 2176 or 3776.



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- No porting or polishing. No gasket matching. Unaltered only.

12. ENGINE:

ENGINE OPTION 1: Standard Engine

- A V-8 engine and OEM size configuration are mandatory.
- Stroke must match block. No stroked engines allowed.
- Evac Systems are legal.
- Engine must remain in stock location, no moving motor back or down or up, same brand as car GM to GM, Ford to Ford. Motor mounts in stock locations only.
- Maximum size of engine block: 350 GM .060 max./ 351 Windsor Ford .060 max/ 360 Chrysler .060
- Maximum 9 to 1 compression max.
- Harmonic balancer on GM minimum 6 3/4".
- OEM firing orders cannot be changed.
- **HEADS:** Steel only. Must be unaltered. No porting or polishing allowed. Approved OEM and minimum 76 cc combustion chamber (GM). Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 462624, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum size valves on these heads are 2.02-inch intake and 1.60-inch exhaust. May use Stock replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I, DART Speedway Motors part number 91624360, (EQ) Chrysler part number CH318B, World Products Ford part number 53030 – 1.250 inch (± .015 tolerance) maximum O.D. valve springs. All SR heads must remain as produced, seat angles and valve sizes cannot be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ or World Products head, for any reason); Ford – no SVO heads: Chrysler – no W-2 heads, 360 cubic inch heads only. No porting, polishing or unapproved alterations allowed to any cylinder head or intake. Stock rocker arms or steel roller tip rocker arms are allowed. 1.5 stock ratio must be maintained. Poly-lock nuts are allowed, screw in shoulder rocker studs is allowed, guide plates are allowed. Head Combustion Chambers can be no smaller 76-cc. Any Factory OEM Performance head is not allowed.
- **CAMSHAFT:** Lifter bores cannot be altered. All camshafts should be OEM only and stock. Camshaft can have no more than .300" lift at the camshaft and no more than .450" lift at the valve maximum. Manufactures numbers must remain on the cam for identification. Any numbers changed, altered or removed on the cam will result in a Disqualification. No roller cams, no solid cams, hydraulic cams only. No anti-pump-up lifters.
- **CRANKSHAFT & RODS:** Stock appearing OEM only. No lightweight crankshafts. No knifing of the throws. No undercutting of the throws. Minimum crankshaft weight is #46 pounds. No lightweight I-beam rods. No H-Beam rods allowed. 3.48 stroke max on G.M. and 3.50 on Ford. If anything is suspicious you **WILL** have to pull the pan.
- **PISTONS:** Any flat top or dish piston allowed. NO domed pistons, lightweight pistons or



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gas ported pistons are not allowed. Aluminum radiators allowed.

- **FORD:** Base engines will be 289, 302, & 351 (Windsor). Max. valve size: 1.84 intake and 1.60 exhaust. 456 maximum lift at valve. No angle milling of cylinder heads. No GT 40 or GT 40p head castings. No aluminum heads. No High performance or Boss.
- **EXHAUST:** Cast iron exhaust manifolds or headers allowed. All exhaust must run between frame rails. No fender exits or over the frame headers. Maximum tube diameter is 1-5/8ths inch. No step headers allowed. Exhaust must extend past firewall and turn toward ground. Must remain dual exhaust, no crossover or 'y' pipes. No pan evac systems, exhaust sensors, coatings or wrap.
- Stud girdles are approved.

ENGINE OPTION #2 – CRATE ENGINE:

- GM Performance Parts (GPP) CT350 “602” Chevy small block crate engine only. This engine may be rebuilt and is not required to be sealed but must remain unaltered, utilize the unaltered listed part numbers and follow the listed guidelines. CT350 four-bolt-main block only, hypereutectic pistons P/N 12514101/88894280, GM connecting rod P/N 10108688, cast iron crankshaft P/N 10243070, 14088526, GM balancer P/N 19260269/19301706. GM iron Vortec cylinder heads P/N 12529093/12691728, high-rise dual-plane intake manifold P/N 12366573, “602” valve cover P/N 25534359. Unaltered GM camshaft P/N 24502476 only. GM lifter P/N 523270. GM push rod P/N 14095256. GM rocker arm P/N 10089648. Rocker arm nut P/N 19210731. GM valves P/N 10241743 intake/12550909 exhaust. GM valve spring P/N 10212811. GM valve spring retainer P/N 10241744. GM Timing Gears P/N 340235/10128346 and chain P/N 14088783. GM oil pump P/N 93442037. GM head gasket P/N 10105117 must be utilized. Any other brand gaskets may be used for the rest of the engine. The block may be decked to a minimum 9.020- inch deck height. The crankshaft line bore may be corrected. Maximum cylinder bore size is 4.008 inches. Minimum crankshaft journal size is .010 inches under standard size. The maximum cylinder head resurfacing permitted is 0.005 inches. All valve and seat size and angles must remain stock. Standard three-angle valve job is permitted. Modifications below valve seat land are not allowed. Grinding, polishing, painting and/or coating of internal engine parts is not allowed. Lifter bore valley vent tubes are not allowed. Lifter bores may not be altered. Any steel 8-quart single kick-out circle track oil pan is permitted. If Crate Engine is not sealed, then a minimum one-inch sight plug above the oil level in the side of the oil pan is required. If not utilizing a one (1) inch plug, the oil pan may have to be removed for inspection. All other “602” Crate Engine specifications must be followed
- Factory Sealed Crate Engine must have a prominently displayed “Crate” decal affixed near the A pillar. GM Performance Parts (GPP) factory sealed CT350 Chevy small block crate engine (Part No. 88958602 or 19258602). Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved GPP break-off bolts. Any driver running a “Standard” engine with a “Crate” decal will be disqualified.
- Must utilize one (1) GM two-barrel Rochester carburetor. Spacer between carburetor and



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intake may be no more than one-half (0.5) inch total with one-tenth (0.1) inch maximum thick gaskets and may not be throttle bore adjustable. Aerosol carburetors are not allowed.

- Must utilize soft-touch rev control box with a 6200 RPM chip. This must be out the driver's reach and easily accessible for inspection. Any driver caught altering the chip or ignition system in any way so as to defeat the chip rule shall lose all track points accumulated up to, and including, the date of the offense.

13. TRANSMISSION:

- **AUTOMATIC:** Must be unaltered OEM, with unaltered OEM pump, original bellhousing and minimum 10-inch diameter. Torque converter containing a minimum of three quarts of fluid. Torque converter must have a minimum 0.125-inch plug. Flex plate must be full, unaltered OEM, or OEM replacement. No bump starts allowed. Must have approved scatter shield constructed of minimum 0.125 inch by three-inch steel, 270 degrees around flexplate.
- **STANDARD TRANSMISSION:** Unaltered 3 or 4 speed in OEM production case. No 5 or more speeds. Must have all working gears, reverse, and natural positions. Functioning shift levers in stock locations. Steel OEM style/size flywheels, no aluminum no billet flywheels. Bolted directly to the end of the crankshaft. Flywheel must weigh 15 lbs. minimum. Clutch must be 10.4" minimum, full face clutch, No puck clutches or Ceramic clutches. Stock appearing pressure plates only. Stock spring type disc or Solid Disc clutch is allowed, clutch assembly must weight 15 lbs. No dog clutches. Stock clutch assembly inside an explosion proof bell housing covering 270 degrees around top of clutch and flywheel.

14. SAFETY

- A Master ignition kill switch boldly marked "ON & OFF" must be connected to the battery and located directly behind the driver's seat. Also, an ignition kill can be used in easy reach of the driver.
- Helmets are required and must be a MINIMUM of SA2015 with certification label inside helmet.
- Helmets must be worn at all times car is on the track and must be provided for inspection.
- Roll bar padding (fire retardant recommended) on all roll bars within the reach of the driver's head must be covered with roll bar padding.
- SFI approved full fire suits of a flame-retardant nature must be worn by all competitors. Nomex underwear is highly recommended. Fire-retardant gloves and fire-retardant shoes are required.
- Minimum 5-point safety belts, sub belt, and shoulder harness required and securely mounted as prescribed by manufacturer. Excess belt must be secured. Seat belts and shoulder harness cannot be more than three years old.
- Aluminum seat only, must be bolted in using minimum 0.375-inch bolts with oversize washers to keep bolt from pulling through seat (fender washers). Head and shoulder



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supports are highly recommended. Bottom of seat can be no lower than the bottom of the frame rail.

- All cars must have an approved rib or mesh window net on driver side of car.
- It is recommended that cars be equipped with a fully charged Halon On-Board Fire Suppression System.

15. TEAR DOWN RULES: I-35 Speedway OFFICIALS MAY REQUIRE A TEAR DOWN FOR INSPECTION AT ANY TIME. This tear down rule is in place to keep engines in this class as economical and affordable as possible. In addition, a compete full car Tech inspection can be done at any time. If this is done, anything found illegal on the car will result in a disqualification for the night, a loss of all points for the night, and a \$250 fine.

16. EXCHANGE RULES:

- Only parts eligible for exchange are the shocks (all four) and carburetor, \$150 to exchange.
- Drivers eligible to exchange must be on the lead lap of the A-Feature. If there are two drivers exchanging the same car after the feature event, the first driver making the exchange will receive the exchange.
- Exchanging driver must walk to the Tech Area immediately following the A-Feature event. Do not drive into Tech area unless in the top 4. He/She then has five (5) minutes to make the exchange after the drop of the checkered flag. The exchange must be written out, state what is being exchanged, signed by the initiating exchange driver and have the money (cash only) for the exchange with it.
- Exchanging driver can only exchange a total of up to one (1) time per racing season. Driver being exchanged can be exchanged up to two (2) times per racing season. Any driver refusing the exchange will be disqualified for the night. They will not receive any points or pay earned that night. Any Driver refusing a second exchange during a racing season will be disqualified for the night, they will not receive any points or pay earned that night and will lose all points earned for the year. Exchanged parts must be run the following week on the driver's car initiating the exchange.
- Top 5 in points cannot utilize exchange rule with someone ahead of them in points.

IMPORTANT NOTE: COMPETITIVE RACING CAN RESULT IN INJURY AND/OR DEATH TO THE PARTICIPANT. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. The rules and regulations are intended as guides for the conduct of the sport. They are in no way a guarantee against injury or death to a participant, spectator, officials, or other.