



# Indy Mopar Club News

www.indymoparclub.com

January 2013



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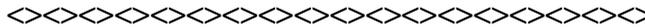
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Meetings are the last Thursday of every month except November & December.

**Next regular meeting: Thursday, January 31, 2013** will be held at **MCL Cafeteria, 3630 South East street** Indianapolis (US 31- N of Southern Plaza between Sumner & National). Meet for dinner at 6pm, meeting at 7pm. A Map Quest link is available on the IMC website – [www.indymoparclub.com](http://www.indymoparclub.com).



In the latest issue of Hemmings Muscle Machines, Mike Leyes and his Road Runner are on page 22. It is coverage from the Pure Stock Muscle Car Drags at the Mid Michigan Motoplex. Congratulations Mike!!

**CAMARO'S ROAD RACING ROOTS: EARLY TRACK ACTION**

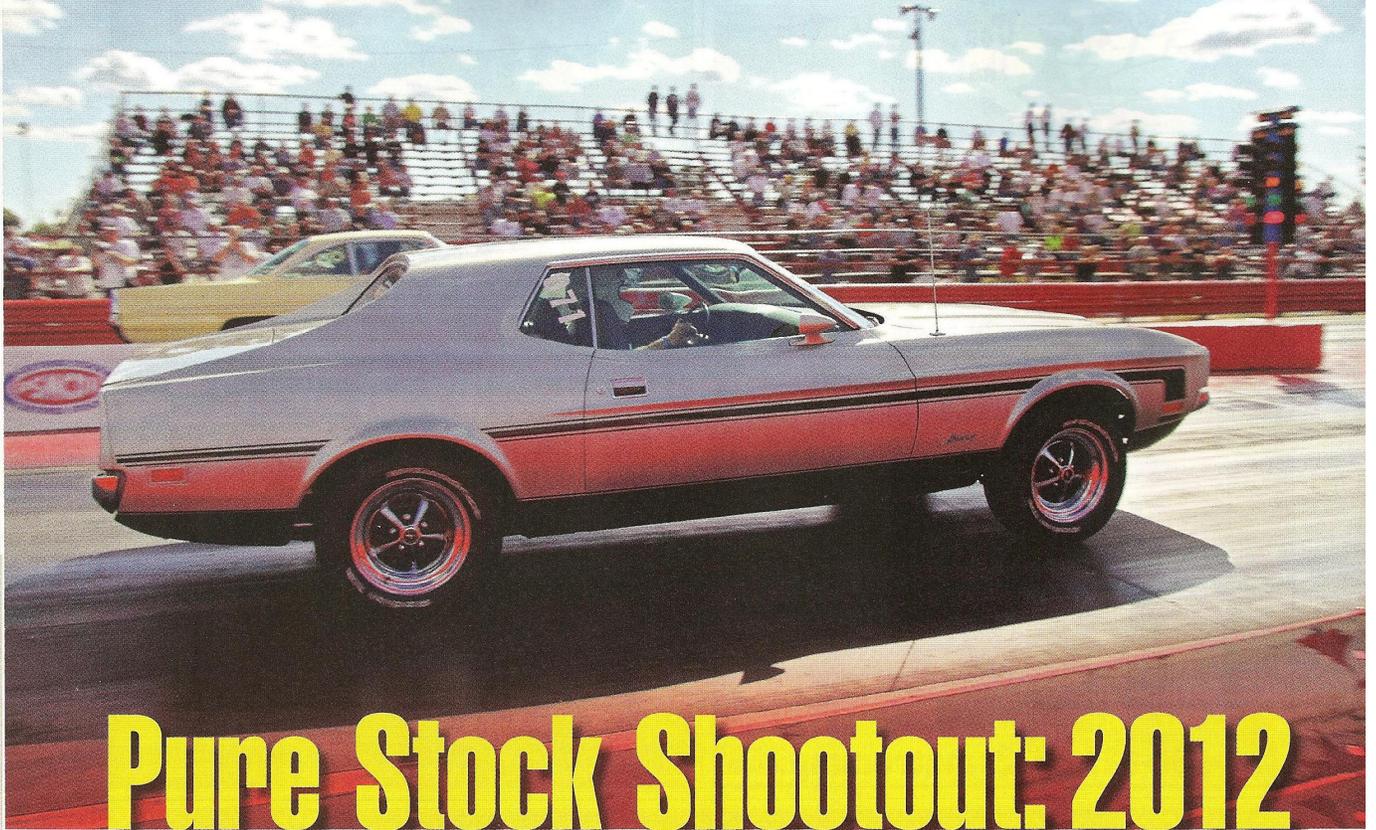
Hemmings **MUSCLE MACHINES**  
THE ULTIMATE ALL-AMERICAN PERFORMANCE CAR MAGAZINE

**PURE STOCK SHOWDOWN**

**16-CAR SHOOTOUT**

**INSIDE**  
► **BUYER'S GUIDE:** 1972-73 MONTEGO  
► **SHOW STOPPER:** 1968 HEMI CHARGER

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# Pure Stock Shootout: 2012

Results from the annual showdown of factory muscle machines

Words and photography by Matthew Litwin and Terry McGeen

## Last year, we went to the

Pure Stock Drags event at Mid Michigan Motorplex in Stanton, Michigan, with an idea: to use this gathering of original-specification muscle cars for a sort of shootout. The notion was spawned from the queries we continued to receive from readers regarding a lack of head-to-head testing between cars that were created to accelerate quickly... and probably with another such car in the next lane. Often, these letters reference the stock shootouts some magazines carried out during the first wave of classic muscle car enthusiasm in the '80s. But these days, it's become a lot more difficult to get owners of factory-correct muscle cars to use them in a competitive manner that doesn't involve points judging.

The obvious exception is the Pure Stock Drags, where correctness is verified as a part of tech inspection and competition is the whole reason for showing up. Organizers Dan Jensen and Bob Boden have been putting on the event for years, and they've come up with relatively simple rules that seem to work. Cars must date between 1955 and 1974 and must have only the equipment they were offered with when new. That means the casting numbers on the blocks, heads, intakes and so on must be correct for that model and year, and aftermarket enhancements are not allowed, whether visible or not. Camshafts can be altered slightly, but the engines must be able to idle at 1,200 RPM while maintaining 16 inches of vacuum. Exhaust systems can be

enlarged to 2½-inch tubing, and can use aftermarket mufflers, but stock manifolds must remain and stock exhaust system routing must be maintained. Tires must be street legal and within one size of original spec. There's more, but you get the gist.

The event itself is simple, too. Show up on Friday and make as many passes as you like; organizers will be recording them all and using them to calculate an average that will serve as your qualifying ET. You'll then be paired with the racer and car running closest to your ET for the next day's two-out-of-three race.

Last year, we used Friday's qualifying session to stage our own shootout, selecting particular cars to pair with others that might seem like natural rivals. It worked out better than expected, and though we sort of surprised the competitors with our program, in the end, it seemed to add an enjoyable twist to the event's first day.

This time around, we opted to use the event's own pairings for our shootout coverage, so all of the matches reported here were formed in the traditional PSD fashion. That means performance should have been close in all cases, but as you'll see, things don't always go as planned—and that's what keeps drag racing interesting. Check out the results of the matchups and consider attending the event yourself; the schedule and rules can be found at [www.purestockdrags.com](http://www.purestockdrags.com).