Pure Stock Rules

2024

Rule Book Disclaimer: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of race events and to establish minimum acceptable requirements for such events. All participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED

WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race directors shall be empowered to permit minor deviations from any of the specifications herin or imposed any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. THEIR DECISION IS FINAL.

The fine for illegal parts shall be $500, 30 day suspension, and loss of all track points.

A: BODY RULES 1. Any American or Canadian made car with miniumum factory specification of 108-inch wheelbase.

* No vans, trucks, or convertibles. El Camino and Ranchero allowed.
* Minimum weight with driver is 3500 pounds after finishing heat or feature.
* No reinforcing, cutting apart, welding, or modifications of anything on the vehicle is allowed except as specified.
* All glass and burnable materials must be removed.
* Firewall and floorpan must be in stock location for frame being used.
* Must have stock roof and stock roof rake for body being used.
* Nose may be aftermarket molded or rolled plastic neatly done to look as original as possible to body being used.
* May use stock style front and rear bumpers or constructed of pipe. No more then 2 pipes ran parallel. All corners must be round. Pipes must be at least 1 1/4 inches round and able to support the weight of the car while attached to a wrecker.
* Rear bumpers must be tied to fenders with straps and/or wrapped around back into the frame of the car, tight against the body or behind it. Otherwise rear bumper may not extend past rear frame rails of car.
* Engine must remain in original position. No altering of firewall in order to set back engine.
* A driveshaft hoop is required and must be located 6" to 12" behind front u-joint. The hoop must be made of 1/4" by 2" steel, and, if bolt in type, must be mounted with graded hardware. Hoop must be 360 degreees around shaft. NO CHAIN ALLOWED. Drive shaft must be painted white.
* A short piece of chain must be bolted through a hole in the bumper and a hole in the frame to prevent the bumper from falling off. This applies to both front and rear bumpers.
* Body must match frame and wheelbase.
* Rub bars may be used on the sides of the car. Rub bar maximum 2" by 3" tubing with tapered ends. Rub bar must be tight against the body, or inside it.
* Transponders are required and must be mounted inside the frame rail, 21-23" back from the center of the lower ball joint, on the passenger side of the car.
* Decking is allowed, must be flat from front to back. No dropping down and coming back up again. No making a spoiler out of it. Boxing in cockpit allowed.
* All added weight must be painted white.

B: ROLL CAGE

* A six point roll cage is mandatory: must be 1 1/2" 0.095" tubing, one post by each windshield post and two behind the driver with all four connected at the top with a roof hoop. You must have an angle brace running from the drivers front of the roof hoop to the right rear of the roof hoop. You must have an angle brace running from the upper right corner to the lower left corner behind the driver. The two back bars must run from the top left and top right of the roof hoop to the rear of the car. We recommend a protective bar running from the front left cage post forward and down to the frame to protect the drivers foot area. There should be a minimum of 3" from the cage to the top of the drivers head, with helmet on. Must have window vent bars.
* Minimum of four (4) 3/8" windshield bars.
* Minimum of three (3) door bars on the left side, 1 3/4" 0.095 tubing.
* Must have steel 18 gauge drivers side door plate, top to bottom, starting at rear post and extending a minimum of 5" past front of seat.

C: SAFETY BELTS AND SEAT

* Each driver must have a fire extinguisher in his/her pit.
* Aluminum race seat is required. Must be mounted to cage.
* Seat belts must be minimum 3", 5 point, with one mechanism. Must be mounted to roll cage. 3 years maximum age.
* A drivers side window net is mandatory. Window net must be mounted with solid mount at the bottom of the window and latch at the top. Latch must be readily accessible by both driver and safety personnel.
* Shoulder belts should be mounted a minimum of 6" lower then the drivers shoulders to keep the driver down in the seat in case of a rollover.
* Helmet must be a Snell approved full-face helmet. Must be a minimum of SA 2010 rating.
* Must have fire retardant driving suit, gloves, and neck restraint.
* Racecievers are required.

D: ENGINE: Stock!! Stock!! Stock!!

* Stock cast iron 2 or 4 barrel intake only. No porting, polishing, or grinding of any kind allowed, including gasket matching, chemical treatment, or painting/coating of runners.
* Limit of 1 3/8" carb spacer or adapter, including gaskets, measured between intake manifold and carb base.
* No aluminum intakes. No aftermarket, bowtie, throttle body, marine intakes.
* Maximum 361 cubic inches (GM); 363 cubic inches (FORD); 370 cubic inches (CHRYSLER). Maximum compression ratio is 9.5 to 1, no tolerence.
* No porting, polishing, or grinding of any kind on engine block, cylinder heads, intake, or exhaust manifolds, no painting/coating the lifter valley, no defacing of identification numbers. Deburring of oil return holes is allowed.
* Flat tappet hydraulic camshafts only. No mushroom or step lifters allowed. No machining permitted to install cam or lifters. Must be able to remove lifter from top of lifter galley at any time. No trueing of lifter bore. No firing order swap. Firing order must remain stock configuration.
* No center dump manifolds.
* No Vortec or double hump heads.(Casting numbers not allowed: 186, 187, 414, 462,

461, 461x, 492, 432, 041, 040, 370, 10239906, 14011083, 14096217, 10125320,

10208890, 12554290, and similar.) No after market heads. (Ford- no after market or SVO heads: Chrysler- no after market or w-2 heads; GM- no Vortec or bowtie heads) Must be stock, with oem part numbers.

* No headers, no roller cams, no roller tip rockers, no roller rockers.
* Heads must match engine. Example: 305 head on 305 engine.

I l. Piston must sit at or below deck of block, may not protrude above deck. Must be stock style, no skirtless pistons, no lightweight, shortend, small diameter wrist pins.

* Head cannot be angle milled.
* Stock stroke, crank must match block being used, no offset grinding of crank. No

lightening, grinding, knife edging, or polishing of any type, except for balancing purposes. No excessive metal removal. Must be stock with oem part numbers.

* Rods must be stock or oem replacement and have oem part numbers and match block being used. No lightening, grinding, knife edging, or polishing of any type, except for balancing purposes. No rod cap screws allowed. ARP rod bolts allowed.
* Stock type two piece balancer only, balancer must match crank, internal balance only. No fluid balancers. No hubs only.
* Aluminum water pumps allowed.
* Valve seats may be ground no further then 1/4 inch below top of seat. Valve must match head being used.
* Stamped steel rockers only. No stud girdles. Guide plates are allowed. Valley pans are allowed.
* Valve springs must be stock diameter for the heads being used. Single spring only. No beehive type springs.
* Racing oil pan allowed.
* No titanium or other exotic metals allowed in any part of the engine.
* Aluminum pulleys allowed.
* After market power steering pump allowed.
* No sweet steering boxes. Steering box must be stock oem, with stock internals.

E. CARBURETORS AND FUEL:

* One stock 2-barrel carburetor only.
* Front bowl Holley on Mopars only. Motorcraft on Ford only.
* No marine carbs.
* No milling or grinding allowed.
* Choke can be removed, but not the airhorn.
* Must have stock measurements.
* Electric fuel pumps allowed, with oil pressure safety shutoff switch.
* Carburetor claim will be $200 plus exchange. Same claim procedures as engine claim rule will be followed. Claim must be made within 5 minutes of the end of the feature event. The claim can only be made by the driver and the claim fee must be in US currency, cash only. In order to claim, a driver must be in the top 8 finishers, on the same lap as the winner. The cars in the last two places are ineligible to claim. The car whose driver is claiming must meet all rules and must weigh immediately after the feature. Refusal of claim will result in $500 fine and 30 day suspension.
* Fuel must be pump gas only. ethanol-enriched gasoline may be used. No alcohol, no nitrous oxide or nitro, no nitrous devices allowed. No methane or propylene oxide allowed. No other exotic fuels or additives allowed.
* Electric fuel pump or stock style mechanical fuel pump.

F: IGNITION:

* Ignition must be either point system or stock type HEI.
* No multiple spark boxes, no crank trigger, no super coils, no magnetos or dual point distributors.
* No electronic traction control devices of any kind.
* Car must be able to start and move under its own power. G: RADIATOR:

l . Radiator must remain in stock position and be operable. Radiator mount may be replaced with pipe to tie the fenders to it and hold the radiator.

* Extra cooler may be used. It must be mounted inside the car and shielded from the driver.
* Aluminum radiators are allowed.
* Electric cooling fans allowed.

H: TRANSMISSION AND REAREND.•

l . Must be stock, 3 or 4-speed automatic transmission only. Must be fully functional in all forward and reverse gears. No lightening or removal of internal parts allowed. Mechanically locking out of gears external of the transmission is allowed but must be able to remove lockout for tech.

* No powerglides allowed.
* Minimum of 10 inch diameter torque convertor, containing a minimum of 3 quarts of fluid.
* Welded spiders or steel spools only. No other types of traction control are allowed.
* Floater rearends are allowed. Nine inch Ford rearends are allowed. Must be mounted like OEM rearend, centered, for the make and model being ran. One inch inspection hole required. No lightened ring gears. No lightened spools or aluminum or other lightweight material spools. No torque dividing differentials.
* Must use stock trailing arms for make and model being used. No after market, home built, or adjustable trailing arms. No changing lengths, or multiple mounting positions on rearend to put steer into the car. All frame mounts must be in original OEM postion. Bracing of arms with filler material allowed.
* Any gear ratio allowed.
* No direct drive or dummy converters allowed. No clutched automatic transmissions allowed.
* Car must be able to stop and idle in all gears without stalling the engine- foot off the gas pedal.
* Upper trailing arm mounts on rearend can be no more then 6 inches from the top of tube to the center of mounting holes, and level.
* Lower trailing arm mounts on rearend can be no more then 4 inches from the bottom of tube to center of mounting holes.
* No gun drilled axles.

1: BATTERY:

* The battery must be moved inside the car and must be covered and securely mounted inside a marine type case or steel box, shielded from the driver. If shielded by a firewall of tin, may be in a tray, securely held down with angle iron or other acceptable means. NO TARP STRAPS!!!
* One battery only- must be 12 volt.
* Battery cutoff switch required. J: BRAKES AND SUSPENSION:
* Brakes must be factory stock including master cylinder-booster optional.
* Drum brakes on rear of car only, no front drum brakes.
* All cars must have 4 working brakes at all times.
* Steering shaft with u-joints or slip joint is allowed. All suspension parts must match frame.
* Stock mount, stock type, racing shocks allowed. No heim end, bulb top, remote resevoir, schraeder valve, adjustable, bleeder valve, electronically or remotely controlled, shock extensions or any other type allowed. Shocks cannot be mounted upside down.
* No helper springs or coilover shocks allowed.
* Racing springs allowed.front and rear springs must be minimum 5" outer diameter. Springs must be stock mounted. No sliders on leaf cars. No multiple holed shackles. No adjustable spacers. Shims are allowed. No progressive springs. No weight jacks.
* Stock upper and lower front control arms only. No tubular control arms. Minimum amount needed of altering control arms to achieve correct caster/camber is allowed. All alterations must be inspected and approved.
* No steering quickeners.

K: FUEL TANKS:

* Fuel tanks must be moved up into the trunk area. If any part of the fuel cell is below the level of frame, you must have a rear bumper brace/ fuel cell guard to be no more the 12 inches off the ground. This guard will consist of a piece of tubing, minimum 1 1/2" diameter and run from frame rail to frame rail. Fuel cell must be mounted to the roll cage.
* No stock tanks, fuel cell required.
* There must be a firewall between the driver and the fuel cell.
* Fuel cell must be securely mounted using a minimum of two, 2" steel straps.
* Fuel cell must be in a metal container. 6. No plastic boat tanks.
* Must have a ball check valve on vent.
* Fuel line running above the floor board must be ran from back to front, inside of a steel pipe to protect the driver, unless the car is decked and tinned in to shield driver from fuel spray in the event of a leak.

L: TIRES AND WHEELS:

* Any racing or street tires, must be no wider then 8" tread. No mixing of racing tires with street tires. Tires must be the same on all 4 corners. Brand and compound mixing is allowed. If using street tires, studded, snow, all terrain, or similar tires are not allowed. No truck tires.
* 14" and 15" by 8" max, steel wheels only. Racing wheels allowed, any offsets allowed. No stock rims, steel rims must be 19 pound minimum.
* 1 " lugnuts are mandatory, steel only. 1/2" minimum studs mandatory.
* .200 tread depth maximum allowed for heats and feature. No rule for hotlaps
* Beadlock on right rear only allowed.
* 20 pound minimum air pressure, both front and rear on the right side of the car, before the race starts, no bleeders.

M: GENERAL RULES:

1. This class is designed for stock street cars only. Some rules have been opened up over the past few years to allow for the use of old street stock class cars by making the necessary changes so that just about anybody can bring a car out and compete. It is not meant to allow for the building of a brand new car to compete with. All street stock cars converted to a pure stock should be a minimum of 5 years old. Suspension, engine, and drive train must remain stock except for otherwise noted in these rules. Any areas not covered in the above rules shall be left up to the discretion of the management. If in doubt-ASK. We will uphold the intent of the rules.

N: NUMBERING:

1. Cars must be neatly numbered using numbers from 1 through 999. Numbers must be at least 18 inches high and 10 inches wide, with a body of 3 inches. Numbers must be painted on the door on both sides of the car and on the roof. A 6" by 6" plate with the number painted on it must be painted on the right rear of the car. All numbers must be of contrasting color to the car. Do not incorporate graphics into your number. Simple block numbers using the above dimensions are the easiest to read.

O: CAR APPEARANCE:

1. All cars will be kept neat appearing. Tin hanging off cars and/or sharp edges will not be tolerated.

P: TRACK OFFICIALS MAY TEAR DOWN ANY CAR AT ANY TIME.

* ENGINE PROTEST RULE, Eligibility and fees: All race cars competing in the feature event are subject to being protested. Any driver competing in the feature event may protest providing his/her race car meets the minimum weight and is otherwise legal under the rules and he/she has registered his/her intent to protest with the tech official, or track owner, prior to the start of the feature race and has tendered the required

protest fee. Cash only, US funds. The protest fee shall be $50 for either the top end or the bottom end, or $100 for both. If after teardown, the engine is found to be legal, 75% of the protest fee will go to the protested driver and 25% of the fee will be retained by the track. If after teardown, the engine is found to be illegal, 75% of the protest fee will be returned to the driver who protested and 25% will be retained by the track.

* PROTEST PROCEDURE: Immediately following the completion of the feature race, a track official will notify the driver of the relevant race car that his/her car has been protested. The protested driver shall then proceed directly to the "claim area" where he/she will receive further instructions as to where the tear down will take place. A track official will be assigned to stay with the protested car until the tear down is completed.
* SPECIAL PROVISIONS: Only the driver may protest. A driver may only protest one engine per race. Only the tech inspector and track owner have the final word on the legality of the race cars involved in the protest. No person shall prevent or interfere with the protest procedure. Only the driver and 2 pitmen from the protested car, the protesting driver, and 1 of his/her pitmen and the appropriate track officials may be present for the teardown. Protesting driver must weigh immediately after the race and go directly to the tech area for inspection also.
* PENALTIES: If an engine is found to be illegal, the driver of the protested car will forfeit all points earned for the year and any money for that night and a $500 fine. Also a 30 day suspension, suspension applies to both the car and the driver. Refusal of a protest will result in the same penalties as above. In the case of a protest refusal, the protest fee will be returned to the driver who protested. A second protest refusal or engine found to be illegal will result in a loss of all points to date for the year, a $1000 fine, and a 1 year suspension.

Q: ENGINE CLAIM:

* There will be an engine claim of $500 plus exchange. The claim must be made within 5 minutes of the end of the feature event. The claim can only be made by the driver, and the claim fee must be US currency, cash only. The claiming drivers engine must be in good, sound running order, according to the track officials. In order to claim, a driver must be in the top 8 finishers, on the same lap as the winner. The cars in the last two places are ineligible to claim if there is 8 or less cars finishing the race. The car whose driver is claiming must meet all rules and must weigh immediately after the feature. Track has an option to claim for $1000, with no exchange.
* The refusal of a claim will result in the same penalty as a teardown. 30 day suspension, $500 fine, loss of pay for the night, all points earned for the year. Second refusal, I year suspension, $1000 fine, loss of pay for the night, all points earned for the year. Suspension must be served, and all fines paid, before the driver is allowed to race again.
* No driver may claim another drivers engine without competing at the track a minimum of two times in a season.
* Engine claim will include the intake, balancer, flywheel, and all valvetrain and internals.

R: LS 4.8 AND 5.3 ENGINES:

* LS series engines are allowed, junkyard, used, non built, non modified except as described and allowed specifically.
* If using a computer and fuel injection, computer must retain stock fuel and ignition settings with necessary sensors and controls deleted.
* If using carburetion, Holley part # 300-133k is the only allowed intake manifold setup, and must run a Rochester carburetor as described in section F: CARBURETORS AND FUEL.
* Interchanging of parts from the 4.8 and 5.3, or any other engine is not allowed.
* Hooker stock replacement exhaust manifolds are allowed.
* ARP rod bolts are allowed.
* Aftermarket balancer/hub allowed, with track approval of specific part.
* Racing oil pan allowed.
* Electric fuel pump, fans, and one wire alternators allowed.
* 10.5 maximum compression, no tolerence.
* No aluminum blocks.
* Valve springs may be changed but must remain stock diameter, single spring.
* Other changes may be allowed in the future to allow for keeping this engine competetive in the class.
* All other rules not engine specific apply to the LS.