



Pure Stock Rules

RULE BOOK DISCLAIMER

The rules 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 rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No express 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 director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his 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.

CHASSIS AND BODY RULES

1. The pure stock cars must have minimum of 108" wheelbase, Uni-body cars must tie frames together with 2" box tubing, and roll cage must be welded to tubing added to frame
No shortening of factory wheelbase. No fabricated X's or other bars are to be added to underside of frame. Rear wheel drive cars only.
2. Stock appearing body panels only. Fenders, doors, and quarter panels must remain as close as possible to original bodylines. Skirting is allowed but must have a minimum of 6" (inch) clearance between the ground and the bottom of the skirting. Aftermarket plastic nose and tailpieces allowed. No altering of inner wheel wells except for tire clearance.
3. The car must run original body as make of frame; have full steel floorboards with factory tunnel in driver's compartment, and full firewalls – min. 22ga steel straight across, no aluminum. Patching of rust holes is mandatory. No decking in drivers compartment.
4. All chrome must be removed inside and out on body of car. Numbers must appear on both doors and roof of car.
5. No frame changes, rear frame behind rear spring mounts may be manufactured; seat must be 30 inches from center of axle tube. At no time will there be exceptions to this rule to move driver back in the car, other than for size and safety of the driver. Dash length is not to exceed further than the back of the steering wheel all the way across from door to door.
6. Doors must be welded, chained, or bolted shut.
7. 8" Maximum height spoiler allowed on trunk only. Two spoiler supports no higher than the spoiler. Side supports may be 15" long measured from the bottom forward. Two (2") inches high in the front.
8. Competition type 4-point cage mandatory with a minimum of 3 bars in driver's door and 2 bars in passenger door. Roll cage is permitted to have brace bars extending through firewall.
9. Three bars are required in windshield area for driver protection. Four point shoulder harness, racing seat, and fuel cell are required. No outside rub bars allowed. 2 in. straps are required in the mounting of the fuel cells. Fuel cells must be in steel can and not lower than the bottom of the rear end.

10. Stock bumpers front and rear. Aftermarket nose and tailpieces allowed. Rear must be enclosed. Fabricated bumpers may only be used if covered with an aftermarket nose and tailpiece. A hoop is allowed on front and rear bumper. Support braces to front hoop can be run to frame but must be within 1 in. proceeding no further back than the radiator. Rear hoop can be braced inside trunk to frame. Bumper ends may be cut, but must be capped.
11. No mirrors allowed. Minimum 3-wheel brakes. No brake adjusters or shutoffs.
12. Fire extinguishers are mandatory. Two drive shaft hoops are mandatory. Drive shafts are to be painted white. Driver must have a full fire suit and a full-face helmet.
13. If battery is in driver's compartment it must be enclosed in a marine type box with a lid.
14. All weights must be painted white with car number. Weight must be mounted with bolts to the frame or roll cage. Not on top of roll cage or on rear bumper.
15. Hole is allowed in hood for air cleaner.

SUSPENSION

1. All suspension parts must remain in stock location. Racing springs are allowed. Jack bolts on rear only, adjustable buckets on front, no jack bolts on front. NO heim ends.
2. Non-adjustable, non heim racing shocks are allowed. Only one shock per wheel.
3. Shocks must be mounted in original stock location. Stock A-frames only, no modifications.
4. On leaf spring cars, stock spring location on front, adjustable length spring shackles on rear, spring must be straight, no sliders and no lowering blocks.
5. Nothing attached to rear end of car other than stock components.
6. Coil spring cars must have coils tethered.

TRANSMISSION AND REAR-ENDS

Transmission and rear-end must be stock for make and model of car. Ex. G.M. to G.M - Ford to Ford- Mopar to Mopar.

1. Transmissions:

Automatic:

- a. Automatic transmission must retain torque converter. No in-out boxes
- b. No aftermarket powerglide, Tucker or TCI
- c. Transmission must be in an OEM or OEM replacement case.

Manual:

- a. Any manual-type transmission must be in an OEM or OEM replacement case.
- b. For manual-type applications only, an external steel and/or aluminum, single or multi-disc clutch inside an explosion proof steel bell housing will be permitted. The bell housing must be a minimum 270 degrees around top of clutch/flywheel area. No couplers.
- c. Special purpose, aftermarket type racing transmissions will not be permitted.
2. Must start under own power. Must idle in all gears, Tech official has the right to drive any car to check the transmission at any time.
3. Stock location on rear-ends and stock rear-end control arms. No lengthening or shortening of control arms. All bars must be mounted in same location on both sides. One hole per mount on frame and rear end. No adjustments or slots. Rubber bushings only. NO heim ends.
4. 9" Ford rear-ends are optional in ALL cars.

WHEELS AND TIRES

1. 15 in. maximum tire height, 60 or 70 series tires. mud and/or snow tires will not be permitted. Ump Hoosier mod tires, D,A,H are allowed. .
2. Maximum 8 in. wheels, Right side white spoke wheels with 1 in. lug nuts required. Wheel safety will be strictly enforced. Wheel studs must extend 1" from center of wheel. No stock length studs allowed.
3. No lightweight aluminum wheels. Outer beadlocks only, allowed on all four corners.

MOTOR RULES

1. No aluminum heads or blocks. Motor must be stock for make and model of car. GM to GM, Ford to Ford, Mopar to Mopar.
2. No double pump carbs allowed. One four barrel, Holley, Quadrajet, or Edelbrock ok. No aftermarket carbs. Max 1 inch spacer allowed under carb. Stock two barrel ok. No alcohol, no oxygenated fuels.
3. No air gap manifolds. Dual plane only, aluminum or cast iron
4. Headers allowed. Approved mufflers mandatory.
5. No roller cams. Factory stock ignition, no M.S.D. type ignitions.
6. Motors must be in stock location. Steel motor mounts are allowed. #1 spark plug must remain in front of ball joint.
7. Motor claim \$1000 – Promoter Only – Anyone not selling will forfeit all points and monies and be suspended for 1 (one) calendar year. Claim is for complete motor and all bolt on Accessories.
8. Mufflers are mandatory.
9. Electric Fuel Pumps allowed on newer model blocks but must have approved shut off.
10. Weight rule 3200 lbs. with driver after race.