

PURE/HOBBY/STRICTLY STOCK/CHARGER RULES

1. GENERAL

- This division is open to any North American made rear wheel drive passenger car or mid-size truck 1955 to present. Station wagons allowed!
- **NO Jeeps, 4 Wheel Drives, Front Wheel Drives, Compacts, Convertibles, T-Tops, ¾ or 1 Ton Trucks, or Duel Wheels.**
- The make and model must be factory specifications and dimensions.
- Wheel base must be in accordance of factory specifications, right side and left side for that make of car.
- **NO cars with less than 105" wheel base will be permitted.**

2. SAFETY

- Must have a functional fire extinguisher or halon system with working pressure gauge securely mounted within drivers reach.
- Window nets are required on driver's side.
- Must have 5 point racing seat belts and replaced every 3 years.
- Seat belts must be mounted to the roll cage or frame of car. "No floor board mounts".
- Must have a high backed racing seat and a functional padded head support.
- Driver's seat must be securely mounted in its original position with at least 6 "grade 5" 3/8 inch bolts. No floor board mounts set back seats or fiberglass seats.
- Full containment seat is highly recommended.
- Full face racing helmet is required snell or dot approved.
- Flame resistant racing suit, underwear, hood, neck collar, and shoes are highly recommended.

3. BODY

- All glass, lights, lenses, chrome strips, and grill must be removed.
- Doors must be welded shut.
- Aftermarket steel or aluminum or steel stock appearing bodies permitted.
- **NO roof raking.**
- **NO spoilers.**
- **NO bracing outside the body is permitted.**
- Each car must have sufficient screening 1 ½" x 1 ½" holes minimum replacing the windshield. (with a minimum of three 3/8 inch steel vertical support bars behind the screen)

4. APPEARANCE

- Acceptable appearance of the car is up to the discretion of the Officials and can be refused the right to race due to its appearance.
- Officials reserve the right to request body or sheet metal be replaced and painted if it has any sharp edges or is not looking presentable to the sport.
- Cars must be painted and numbered in a legible, highly visible, and acceptable manner.
- Numbers must be at least 18" high and 2" wide and any letter must be 9" high.
- All numbers and letter must be a contrasting color with the car color.
- Duplicate numbers will be modified. The car number will go to the first car registered for the season with that number.
- Car number must also be in the upper right corner of the windshield area and left rear tail light area in 4" number for track line up purposes.

5. INTERIOR

- Car must be gutted of all burnables in the interior.
- Must have completely enclosed fire walls with no open holes
- Fire wall can be replaced either in its original location or a maximum set back of 4 inches.
- **NO wind tunnels or other aerodynamic fins or louvers permitted.**
- Trunk floor should be removed and left open.
- Absolutely no mirrors or reflective devices permitted.
- Fire extinguisher or Halo system mandatory.
- Quick release steering wheel is mandatory.

6. FRAME

- **NO altering or mismatching of frames.**
- Frames must be intact and not rusted out.
- **NO fabricated frames except for uni-body cars.**
- Tubing is permitted in rear section of frame for fuel cell to be mounted.
- If manufactured without a full frame, front and rear frame sections must be tied together.
- Uni-body cars only, a homemade frame may be constructed using steel rectangular tubing only. With a minimum specification of 2" x 3" .120 wall thickness. (The 3" dimension must be in the vertical position if using this option. It must start at the rear of the front stock O.E.M. sub frame and continue all the way back to the front of the O.E.M. rear sub frame. Springs and locating bars for rear end will be measured and compared to stock specifications for legality. The proper construction of this frame option on welds, cross members, roll cage, and brace tie-ins will be up to the discretion of the officials.

7. ROLL CAGE

- 1 ½" O.D. Seamless tubing with a minimum of .095 wall thickness is highly recommended.
- Must be at least 4 post design with minimum of 3 horizontal door bars per side.
- Roll cage must be securely welded to the frame and gusseting to frame is highly recommended.
- The driver's side door should have 4 with at least 2 vertical bars between each door bar. Door bars must arch outward to door skin.
- It is highly recommended that the driver's side door be plated with 1/8" aluminum or 1/16" steel plate from top door bar to bottom of frame.
- Roll cage should be "X" braced behind the driver.
- Roll cage should extend above the drivers head with a minimum of 2" clearance above helmeted head.
- Should have a minimum of one cross bar in top halo of roll cage.
- Front and rear hoops are highly recommended, but must remain behind the body.
- **NO offset cages or set back cages. Set back will be determined with a measurement rear end center line and main cage rear hoop center line. This distance must not be less than 23 inches.**
- Cars must contain shock resistant roll bar padding on all bars within 18" of the driver's body (extended arms, legs, head, etc.) **NO screw-type fittings permitted.**

8. STEERING

- Collapsible steering shaft highly recommended.
- Quick release steering wheel mandatory.
- Steering quickeners are permitted.
- Aftermarket steering box permitted.
- Aftermarket center link permitted.
- Aftermarket tie rods and sleeves permitted.
- **NO rack and pinion steering permitted. (Exception being Ford Rangers and Dodge Dakotas that where factory produced with a rack and pinion.)**

9. FRONT SUSPENSION

- All suspension, shocks, and components must match car.
- Shocks must be in stock location and stock mount.
- Aftermarket tubular upper A-arms permitted.
- Aftermarket lower A-arms permitted (Must be stock length.) **NO weight jacks of any kind permitted.**

10. REAR SUSPENSION

- All suspension, shocks, and components must match car.
- Trailing arm mounts, or leaf spring mounts on frame must remain unaltered and in stock location with one mounting hole only.

- Aftermarket non-adjustable trailing arms permitted (Must be stock length with stock diameter rubber or poly bushings only.)
- **NO heim ends or mono balls permitted.**
- Lower trailing arm mounts on rear end may be adjustable.
- Leaf spring cars must have rubber bushings.
- Leaf spring sliders are not permitted.
- Maximum shackle length is 8" and may be adjustable.

11. SHOCKS

- Stock appearing, stock mount, steel body shocks only.
- **NO aluminum shocks.**
- **NO heim end shocks.**
- **NO adjustable shocks.**

12. SPRINGS

- Springs must be in stock location.
- Left front and Right front springs must be same height.
- Left rear and Right rear springs must be same height.
- Max length for rear springs is 16 inches.
- Spring height from front to rear may be different.
- **NO stacked springs or progressive rate springs permitted.**

13. WEIGHT JACKS

- **Are allowed for rear springs only.**
- **NO front weight jacks of any kind are permitted.**

14. REAR END

- Ford 9" rear ends allowed.
- Floater rear ends allowed.
- Rear ends must be locked up (No limited slip or any type of traction control permitted.)
- **NO Quick change rear ends permitted.**

15. DRIVE SHAFT

- Drive shaft must be steel and painted white.
- Drive shaft hoops should be 2" x ¼" 360 degrees and no more than 6" behind the front U-joint.

16. MASTER CYLINDERS

- Dual racing master cylinders are allowed.
- **NO brake bias control of any kind permitted.**
- **NO 3 wheel, left side shut off set ups or limiting valves permitted.**

17. BRAKES

- Must have operable and effective 4 wheel hydraulic brakes at all times.
- Calipers must be steel and have all the same size pistons.
- **NO drilling or lightening of rotors or any other brake components permitted.**

18. WHEELS

- Steel wheels only.
- Oversized lug nuts mandatory.
- Maximum diameter of wheel 15".
- Maximum width of wheel 8".
- Bead locks allowed.
- **NO bleeder valves permitted.**
- **NO aluminum, mag, split rims, or wide 5s permitted.**

19. TIRES

- E-mod approved American Racer or Hoosier racing tires allowed. **Medium or Hard compounds only (NO soft tires permitted.)** **NO grinding off of specs on sidewall of tire.**
- **NO grooving, sipping, treating, or chemically altering of tires permitted.**
- **NO winter tread, rough treaded, exotic, trick, or recap tires permitted.**

20. BATTERY

- Battery must be securely mounted outside the drives compartment.
- **12 volt systems only (NO 14, 16, or 18 volt systems permitted.)**

21. STARTER

- All cars must have a working starter and start under their own power.

22. EXHAUST

- Exhaust must exit outside the car.
- Maximum header diameter 1 ¾ inches.
- **NO Tri-Y or 180 degree headers permitted.**
- Mufflers are recommended.

23. FUEL BLADDERS AND CONTAINERS

- Any approved fuel cell (32 gallon maximum.)
- Cars should have an approved fuel bladder and container that is at least 18 gauge or thicker for the container, with a minimum of 2 hold down straps at least 1/8" thick and a minimum of 1" wide, that are installed parallel to the rear frame rails.
- Must be securely mounted to frame of vehicle in trunk area.
- Tubing is allowed in rear section of frame for the fuel cell to be mounted.
- Container supports should be mounted to the frame rails in a secure manner.
- Any fuel bladder and container extending below the frame should be properly protected by both bars and bracing.
- Bottom of fuel cell must be at least 12" from track.
- Fuel cell should have one way check valve to prevent fuel spillage.
- **NO fuel lines inside car unless they are enclosed in a metal pipe or metal tubing for the entire length of the line that runs through the car.**

24. FUEL

- Gasoline only.
- **NO alcohol, nitrous, or any other fuel additives permitted.**

25. FUEL PUMP

- Must have stock style fuel pump in stock location.
- **NO belt driven pumps or electric pumps permitted.**

26. ENGINES

- 350 Chevy, 351 Ford (Windsor only), 360 Chrysler. □ Maximum over bore is .060 □
NO STROKER engines permitted.
- **NO DOME pistons.**
- **NO 400 blocks.**
- **NO removal of casting numbers or any alterations of numbers permitted.**
- GM 602 Crate engine Allowed.
- Crate engine seals must be IMCA, NESMITH, FASTTRACK, RUSH, or "O.E.M." seals.
- GM "O.E.M." bolts only. **NO bolts with "RM" markings permitted.**

27. CARBUTATOR

- Any cars running 350 Chevy, 351 Ford (Windsor only), 360 Chrysler can run any single or dual feed carburetor with vacuum secondary allowed. **NO double pumpers.**
- 602 crate engines will be allowed to run 750 CFM double pumper with mechanical secondary.
- Any 2 barrel carburetor allowed.
- Minimum of 2 throttle springs required.

28. INTAKE

- Any dual plane intake allowed. (**NO porting, polishing, machining, welding, acid etching, or gasket matching.**)
- Any 2 barrel intake allowed. (**NO porting, polishing, machining, welding, acid etching, or gasket matching.**)
- Any 2 barrel adapter on dual plane intake allowed. □ Any 1" adapter or spacer allowed.

29. HEADS

- May run any cast iron head with no modifications to head, must be bolt on O.E.M. or aftermarket replacement. (**NO porting, polishing, machining, welding, acid etching, or gasket matching.**)
- MAX. 2.02 intake valves and 1.6 exhaust valves.
- MAX. Intake runner size for GM, FORD, and MOPAR products — 180cc. (**NO GASKET MATCHING.**)
- Vortec heads and Angle plug heads allowed.
- **NO Platinum Series Iron Eagle heads permitted.**
- Chevy world products replacement head #043600.
- Ford world products replacement head #955-053030.
- Mopar W-2 performance cast iron head #5249769.
- Summit cast iron SBC head #SUM-152123
- Dart cast iron replacement Iron Eagle heads SS series #10024266 #10024267 #100210705.

30. ROCKER ARMS

- Roller rockers are allowed. (1.5 or 1.6 ratio rocker arms only.)
- Stud mount rockers only. (**NO shaft mount systems unless equipped from the factory.**)

31. CAM AND LIFTERS

- MAXIMUM .525 lift camshaft.
- Solid or hydraulic lifters only.
- Lifters must retain stock O.E.M. diameter for the block.
- **NO roller camshafts permitted.**
- **NO roller lifters permitted.**

32. CRANKSHAFT

- Stock or aftermarket crankshafts allowed.
- Crankshaft must maintain stock stroke as manufactured for the block being used.
- **NO titanium crankshafts.**
- **NO STROKER CRANKS PERMITTED.**

33. RODS

- Stock or aftermarket connecting rods allowed.
- **NO aluminum or titanium rods.**

34. PISTONS

- Flat top or Dish type pistons only.
- **MAXIMUM .060 OVERBORE.**
- **NO dome type pistons permitted.**

35. ENGINE LOCATION

- Maximum engine set back - #1 spark plug in line with the top ball joint.

36. IGNITION

- Stock O.E.M. distributors and coils only.
- Coil must be in stock location on H.E.I distributors.
- **NO crank trigger Ignition systems permitted.**
- **NO MSD, Mallory, or Accel systems permitted.**
- **NO dual coil Ignition systems permitted.**
- **REV limiter is mandatory with a 6800 RPM chip.**

37. TRACTION CONTROL

- **NO traction control devises of any kind permitted.**

38. TRANSMISSION

- Stock type O.E.M. transmission with all working gears including reverse.
- Automatic transmission must have working stock torque convertor.
- **NO lightening of transmissions permitted.**
- **NO Berts, Brinns, or Falcon type transmissions permitted.**
- **NO in and out boxes or couplers.**

39. CLUTCH

- Stock O.E.M. style single clutch disc mounted in stock location, stock fly wheel diameter.
- **NO drilling or machining for lightening purposes permitted.**
- **NO aluminum or exotic materials in clutch or fly wheel permitted.**
- 360 degree blow proof bell housing is highly recommended for standards and a scatter shield for automatics.
- **All bell housings must have a 1" hole drilled at the bottom of the bell housing for inspections of fly wheel, clutch, or torque converter.**

- Triple Disc Clutch are allowed. **(100 lbs. must be added to car.)**

40. WEIGHT

- All cars must weigh a minimum of 3,250 lbs w/o triple disc and 3,350 lbs with triple disc.
- Cars running a 602 crate engine must weigh 2,900 lbs w/o triple disc and 3,000 with triple disc.
- **The number of cars to be weighed will vary from week to week and will be notified by the scale master as you exit the track. The officials reserve the right to spot check car weights after any or all of the heat and features.**
- **TRACK SCALES WILL BE CONSIDERED OFFICAL.**

41. BALLAST

- All weight is to be bolted to frame only outside of the drivers area.
- All weight must have (2) grade 5 or 8 bolts securing the weight to the frame.
- All weight must be painted white with the car number on the weight.

42. PENALTIES

- **Any car found to be illegal will be disqualified!**
- **Any driver not reporting to scales or tech when requested will be disqualified!**
- **Any driver or car owner refusing inspection or tear down will be disqualified!**
- **Any driver, car owner, or race team arguing or fighting in tech or at the scales will be disqualified!**