



OFFICIAL 2022 PURE/HOBBY/STRICTLY STOCK RULES

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1) GENERAL

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

2) SAFETY

- a) Fire bottle system HIGHLY recommended must be fastened down with metal spring bands and not plastic. SFI 17.1
- b) Fire resistant driving suit required. Single layer minimum SFI 3.2a1 or double layer SFI 3.2a5
- c) Fireproof gloves required. SFI 3.3/1 or 3.3/5.
- d) Fireproof shoes required. SFI 3.3
- e) FIA 8860-2018, Snell EA 2016, Snell SA 2015, Snell SA 2020 and/or a valid SFI 31.1/2015 or SFI 31.1/2020 label.
- f) Head and neck restraint systems required SFI 38.1 Head and Neck Restraint Systems shall be inspected for recertification every five years after the date of original certification.
- g) Driving racing harness & restraints required. SFI 16.1 or 16.5. Replacement 2 years from date of manufacture.
- h) Full Containment Seat recommended. SFI 39.2
- i) Window nets SFI 27.1 required for Pure Stock
- j) Arm restraints SFI 3.3 recommended.
- k) A minimum 1/8" thick magnetic steel driver side intrusion plate recommended.

3) SEAT

- a) Full Containment Seat recommended. (SFI 39.2) constructed of aluminum. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
- b) Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and a base seat acceptable to the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer's instructions.
- c) Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is

trimmed to a distance that is less than the most forward surface of the driver's helmet (usually the area crossing the chin) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch.

- d) Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.

4) BODY

- a) All glass, lights, lenses, chrome strips, and grill must be removed.
- b) Doors must be welded shut.
- c) Aftermarket steel or aluminum or steel stock appearing bodies permitted.
- d) Roof raking maximum 2 inch.
- e) NO spoilers.
- f) NO bracing outside the body is permitted.
- g) 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)
- h) Noise and tail must be covered. No late model style noses permitted.

5) APPEARANCE

- a) 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.
- b) 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.
- c) Cars must be painted and numbered in a legible, highly visible, and acceptable manner.
- d) Numbers must be at least 18" high and 2" wide and any letter must be 9" high.
- e) All numbers and letter must be a contrasting color with the car color.
- f) Duplicate numbers will be modified. The car number will go to the first car registered for the season with that number.
- g) 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.

6) INTERIOR

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

7) FRAME

- a) NO altering or mismatching of frames.
- b) Frames must be intact and not rusted out.
- c) NO fabricated frames except for uni-body cars.
- d) Tubing is permitted in rear section of frame for fuel cell to be mounted.
- e) If manufactured without a full frame, front and rear frame sections must be tied together.
- f) 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.

- g) Cars must have a minimum of 5 inches ride height from the lowest point of the frame rail.

8) ROLL CAGE

- a) 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.
- b) Roll cage must be securely welded to the frame and gusseting to frame is highly recommended.
- c) 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.
- d) 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.
- e) Roll cage should be "X" braced behind the driver.
- f) Roll cage should extend above the drivers head with a minimum of 2" clearance above helmeted head.
- g) Should have a minimum of one cross bar in top halo of roll cage.
- h) Front and rear hoops are highly recommended, but must remain behind the body.
- i) 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.
- j) Cars must contain shock resistant roll bar padding on all bars within 18" of the driver's body (extended arms, legs, head, etc.)
- k) NO screw-type fittings permitted.

9) STEERING

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

10) FRONT SUSPENSION

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

11) REAR SUSPENSION

- a) All suspension, shocks, and components must match car.
- b) Trailing arm mounts, or leaf spring mounts on frame must remain unaltered and in stock location with one mounting hole only.
- c) Nonadjustable aftermarket trailing arms are permitted (Must be stock length.)
- d) Heim ends or mono balls are permitted. Must remain stock length! This area will be teched weekly!
- e) Leaf spring cars must have rubber bushings.
- f) Leaf spring sliders are not permitted.
- g) Maximum shackle length is 8" and may be adjustable.

12) SHOCKS

- a) Stock appearing, stock mount, steel body shocks only.
- b) NO aluminum shocks.
- c) NO heim end shocks.
- d) NO adjustable shocks.

13) SPRINGS

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

14) WEIGHT JACKS

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

15) REAR END

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

16) DRIVE SHAFT

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

17) MASTER CYLINDERS

- a) Dual racing master cylinders are allowed.
- b) NO brake bias control of any kind permitted.
- c) NO 3 wheel, right side shut off setups or limiting valves permitted.

18) BRAKES

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

19) WHEELS

- a) Steel wheels only.
- b) Oversized lug nuts mandatory.
- c) Maximum diameter of wheel 15".
- d) Maximum width of wheel 8".
- e) Bead locks allowed.
- f) NO bleeder valves permitted.
- g) NO aluminum, mag, split rims, or wide 5s permitted.

20) TIRES

- a) E-mod approved American Racer or Hoosier racing tires allowed.
- b) NO grinding off of specs on sidewall of tire.
- c) NO winter tread, rough treaded, exotic, trick, or recap tires permitted.

21) BATTERY

- a) Battery must be securely mounted outside the drives compartment.
- b) The battery must be securely mounted with positive fasteners and brackets.
- c) 12 volt systems only (NO 14, 16, or 18 volt systems permitted).

- d) The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
- e) One (1) mandatory battery disconnect switch must be installed in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch. An additional battery disconnect switch within the driver's reach may also be used.

22) STARTER

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

23) EXHAUST

- a) Exhaust must extend past the driver.
- b) Maximum header diameter 1 ¾ inches.
- c) NO Tri-Y or 180 degree headers permitted.
- d) Mufflers are recommended.

24) FUEL BLADDERS AND CONTAINERS

- a) Any approved fuel cell (32 gallon maximum.)
- b) 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.
- c) Must be securely mounted to frame of vehicle in trunk area.
- d) Tubing is allowed in rear section of frame for the fuel cell to be mounted.
- e) Container supports should be mounted to the frame rails in a secure manner.
- f) Any fuel bladder and container extending below the frame should be properly protected by both bars and bracing.
- g) Bottom of fuel cell must be at least 12" from track.
- h) Fuel cell should have one way check valve to prevent fuel spillage.
- i) 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.
- j) Recommend fuel cell cap be a threaded cap or ATL Part #TF243 or ATL Part #TFTF751 1/4 or similar 1/4 turn fuel cap.

25) FUEL

- a) Gasoline/racing fuel only.
- b) E85 Allowed!
- c) NO alcohol, nitrous, or any other fuel additives permitted.

26) FUEL PUMP

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

27) ENGINES

- a) 350 Chevy, 351 Ford (Windsor only), 360 Chrysler.
- b) Maximum over bore is .060
- c) NO STROKER engines permitted.
- d) Only Flat Top & Dish pistons allowed.
- e) NO 400 blocks or aftermarket blocks allowed.
- f) NO removal of casting numbers or any alterations of numbers permitted.

- g) GM 602 Crate engine Allowed.
- h) Crate engine seals must have approved sanctioning body seals or "O.E.M." seals.
- i) GM "O.E.M." bolts only. NO bolts with "RM" markings permitted.

28) CARBURETOR

- a) 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.
- b) 602 crate engines will be allowed to run 750 CFM double pumper with mechanical secondary.
- c) Any 2 barrel carburetor allowed.
- d) Minimum of 2 throttle springs required.

29) INTAKE

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

30) HEADS

- a) May run any cast iron head 23 degree head with no modifications to head, must be bolt on O.E.M. or aftermarket replacement.
- b) (NO porting, polishing, machining, welding, acid etching, or gasket matching.)
- c) NO Aluminum Heads allowed.
- d) NO angle plug heads.

31) ROCKER ARMS

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

32) CAM AND LIFTERS

- a) NO Roller Cams Allowed.
- b) Any Flat Tappet Cam Allowed.
- c) Lifters must retain stock O.E.M. diameter for the block.

33) CRANKSHAFT

- a) Stock or aftermarket crankshafts allowed.
- b) NO titanium crankshafts.

34) RODS

- a) Stock or aftermarket connecting rods allowed.
- b) NO aluminum or titanium rods.

35) PISTONS

- a) Only Flat Top & Dish pistons allowed.
- b) MAXIMUM .060 OVERBORE.

36) ENGINE LOCATION

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

37) IGNITION

- a) Stock O.E.M. distributors and coils only.

- b) Coil must be in stock location on H.E.I distributors.
- c) NO crank trigger Ignition systems permitted.
- d) NO MSD, Mallory, or Accel systems permitted.
- e) NO dual coil Ignition systems permitted.
- f) REV limiter is optional. MSD PN #8728 Soft Touch Rev Control.
- g) DHS highly recommends the continual use of the Rev Limiter as engine protection for unforeseen situations where the box can prevent over revving that could lead to engine failure.

38) TRANSMISSION

- a) Stock type O.E.M. transmission with all working gears including reverse.
- b) Automatic transmission must have working stock torque converter.
- c) NO lightening of transmissions permitted.
- d) NO Berts, Brinns, or Falcon type transmissions permitted.
- e) NO in and out boxes or couplers.

39) CLUTCH

- a) Stock O.E.M. style single clutch disc mounted in stock location, stock flywheel diameter.
- b) NO drilling or machining for lightening purposes permitted.
- c) NO aluminum or exotic materials in clutch or flywheel permitted.
- d) 360 degree blow proof bellhousing is highly recommended for standards and a scatter shield for automatics.
- e) All bell housings must have a 1" hole drilled at the bottom of the bell housing for inspections of flywheel, clutch, or torque converter.
- f) Triple Disc Clutch are allowed.

40) WEIGHT

- a) All cars must weigh a minimum of 3,200 lbs with driver after the feature race.
- b) Cars running a 602 crate engine must weigh a minimum of 2,900 lbs.
- c) Cars with a multi-disc clutch must weigh a minimum of 3,300 lbs.
- d) 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.
- e) TRACK SCALES WILL BE CONSIDERED OFFICIAL.
- f) BALLAST
 - i) All weight is to be bolted to frame only outside of the drivers area.
 - ii) All weight must have (2) grade 5 or 8 bolts securing the weight to the frame.
 - iii) All weight must be painted white with the car number on the weight.