

DOG HOLLOW SPEEDWAY

OFFICIAL

2011 PURE STOCK RULES

If there are any questions with the following rules please contact the track.

This division is intended to be an entry level division for the introduction of automotive competition at Dog Hollow Speedway. Therefore, changes to the original auto will be at a minimum in order to control costs and keep the division competitive. Any modifications to the car, body, or engine for performance purposes will be considered a rule violation. The following rules set forth below should be used as a guideline for the construction of a safe and competitive race car.

Car

General

A. This division is open to any North American made passenger car from 1965 through the present. The make and model must be to factory specifications and dimensions.

B. Rear wheel drive only.

C. No Jeeps, 4-wheel drives, front wheel drives, station wagons, compacts, convertibles, sports cars, sunroofs or T-tops, $\frac{3}{4}$ or 1 ton trucks or dual wheels.

D. Wheelbase must be in accordance with factory specifications, right and left for that make of car. No cars with less than 108" wheelbase will be permitted.

E. No former race cars permitted.

F. Car and body must match. No interchange of body or chassis.

G. Cars must remain stock except for the modifications listed below.

EXTERIOR

A. All glass, lights, lenses, chrome strips and grill must be removed. No mirrors in car at all or any reflective devices. No radios.

B. Aluminum aftermarket, stock appearing bodies allowed.

C. No roof raking.

D. Doors must be welded, bolted or chained.

E. No spoilers are permitted.

F. No bracing outside of the body is permitted.

G. Bumper must be welded to prevent loss. No other bracing or reinforcement of bumper is permitted.

H. No bumper loops.

I. Each car must have a tow hook in front and rear securely mounted to support the weight of the car and be visible from outside of body.

J. Plastic nose and tail pieces are legal. Hood scoops are allowed.

K. Each car must have sufficient screening $1\frac{1}{2}$ " x $1\frac{1}{2}$ " holes minimum replacing the windshield (with minimum of 3, $\frac{3}{8}$ " steel vertical support bars behind the screen).

APPEARANCE

A. Inspectors reserve the right to request body or sheet metal to be replaced and painted if it has any sharp edges or is not looking presentable to the sport.

B. Acceptable appearance of a car is up to the discretion of the officials. A car can be refused the right to race due to its appearance.

C. Cars must be painted and numbered in a legible, highly visible and acceptable manner.

D. Each number must be at least 18" high and 2" wide and any letter must be 9" high. All numbers and letters must be a contrasting color with the car color.

E. Duplicate numbers will be modified. The car number will go with the first car registered for the season with that number.

F. Car number must be in upper right hand corner of windshield area and left rear tail light area in 4" number for track line up purposes.

INTERIOR

A. Car must be gutted of all burnables in the interior.

B. No metal panels may be cut out except for fuel cell mounting and roll cage installation.

C. Complete original fire wall in stock location and must be completely enclosed. No open holes. **Stock Appearing floor pans from front fire wall to rear fire wall.** No wind tunnel or other aerodynamic fins or louvers permitted. No boxing in.

D. Trunk floor should be removed and left open.

E. Rear fire wall must be in stock location and all holes covered in steel.

F. Steering column must remain in stock location right to left, front to back. Quick release hub highly recommended. No steering quickeners of any kind.

WEIGHT

A. All cars must weigh a minimum of **3,300** lbs. The number of cars to be weighed will vary from week to week and you will be notified by the scale master as you exit the track as to how many cars must weigh that night. The officials reserve the right to spot check car weights after any or all of the heat and feature events.

B. All ballast must be securely mounted and painted white with car number on it. Must be mounted within the confines of the body below body window line.

C. Track scales will be considered official.

FRAME

A. No altering or mismatching of frames.

B. Frames must be intact and not rusted out.

C. No fabricated frames except for the uni-body cars. See letter E below.

D. If the car is manufactured without a full frame, front and rear frame sections must be tied together.

E. On uni-bodied 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 a vertical position. If using this option, it must start at rear of the front stock OEM sub-frame and continue all the way back to the front of the OEM rear sub-frame. Springs and locating bars for rear 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.

SUSPENSION

A. Absolutely no changes to suspension will be permitted. All suspension, shocks and components must match car.

*B. No adjustable weight jacks any kind.

C. No modifications are permitted.

SHOCKS

A. Stock Appearing, Stock Mount shocks only. No Adjustable Shocks. No Heim End Shocks.

SPRINGS

A. Left front and right front springs must have same Height and left rear and right rear springs must have same Height. Height front to rear may be different.

REAR-END

A. Ford 9 inch rear ends ok. No floaters! Must have stock mounts in stock location. Welded spiders/spools allowed.

B. Driveline hoops are required and drive shafts must be painted white and must be steel. Drive shaft hoops should be 2"x 1/4" 360 degrees and no more than 6" behind the front U-joint.

BRAKES

A. Operable and effective four-wheel hydraulic brakes mandatory at all times. No three-wheel, left -side shut off set-ups or limiting valves are allowed.

B. All brake components must be stock OEM and match make and model of car.

C. No drilling or lighting of rotors or any brake components permitted.

WHEELS/TIRES

WHEELS

A. Steel wheels only. Spoked or economy racing wheels permitted.

B. Maximum diameter of wheels is 15". Maximum width of wheels is 8".

C. All wheels must be same diameter front to back and right to left.

*D. no wheel adapters allowed. No wide 5.

E. Should have oversized lug nuts.

F. No aluminum, mag, split rims or dual wheels permitted.

G. 15 x 8 bead locks will be allowed.

TIRES

- A. No winter treads, trick tires, exotic or rough tread tires permitted.**
- B. No bleeder valves.**
- C. All tires must be the same size front to back and right to left.**
- D. E-mod approved American Racer and Hoosier tires allowed. Recap tires matching above will also be allowed.**

SAFETY

General

- A. Battery must be securely mounted outside of driver's compartment. Optional mounting of batter on fire wall is permitted.**
- B. Highly recommend a collapsible steering shaft be used.**
- C. All cars should be equipped with a safe racing seat, of high back type only. Seat should be securely fastened (bolted or welded) to the roll cage and/or frame in six spots, with a minimum of six 3/8" bolts. Four (4) on the bottom and two (2) on the seat back. "NO FLOORBOARD INSTALLATIONS". The seat must be positioned completely to the left of the center line of the car on the driver's side. A functional padded headrest should be in line with center of driver's head if not built into seat. NO SET BACK SEATS. NO FIBERGLASS SEATS.**
- D. Driver's seat must be securely mounted in its original position.**
- E. Each car must have safe seat belts that are securely mounted to the frame and roll cage. At least a four point racing type seat belt and harness that are securely mounted. It is highly recommended that your belts be changed a minimum of every 3 years. Crotch belts are highly recommended. Do not mount belts to floor board.**
- F. Flame resistant racing suit, underwear, hood, neck collar (brace), gloves, and shoes are highly recommended.**
- G. Must have a full face shield racing helmet.**
- H. Window nets are required on driver's side.**
- I. Each car must have a fire extinguisher with working pressure gauge securely mounted within reach of the driver.**

ROLL CAGES

- A. 1 3/4" O.D. Seamless tubing with a minimum of .095 wall thickness is highly recommended.**
- B. Must be at least 4 post design with a minimum of 3 horizontal door bars per side. 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.**
- C. The cage should be "X" braced behind the driver.**
- D. Roll cage should extend above the driver's head with a minimum of 2" clearance above helmeted head.**
- E. Should have a minimum of one cross bar in top halo of roll cage.**

F. The roll cage must be securely welded to the frame and gusseting to the frame is highly recommended.

G. It is highly recommended that the driver side door bars be plated with 1/8" aluminum or 1/16" steel plate from top door bar to bottom of frame.

H. Front and rear hoops are highly recommended but must remain behind body.

I. Cars should contain shock resistant roll bar padding on all bars within 18" of the driver's body (extended arms, legs, head, etc).

J. No off set cages or set back cages. Set back will be determined with a measurement between rear end center line and main cage rear hoop center line. This distance must not be less than 23".

K. No screw-type pipe fittings permitted.

FUEL BLADDERS AND CONTAINERS

A. An approved cell, 32 gallon maximum, securely mounted in the truck of car.

B. Square tubing is permitted in the rear section of the frame for the fuel cell to be mounted.

C. Cars should have an approved fuel bladder and container that is at least 18 gauge (or its equivalent) or thicker for the container, with a minimum of two 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 located in trunk area.

D. 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.

E. No fuel lines inside the car unless they are enclosed in a metal pipe or metal tubing for the entire length of the line that runs through the car.

F. Bottom of fuel cell must be at least 12" from track. Fuel cell vent line should have a one way in line check valve to prevent fuel spillage.

ENGINES

GENERAL

A. Must have working starter.

B. No removal of casting numbers or any alterations to numbers allowed.

C. Maximum overbore is .040.

D. No 400 engines. Maximum cubic inch is 350 Chevy, 351 Ford, and 360 Chrysler.

E. Racing oil pans allowed.

F. No solid motor mounts permitted. Only stock rubber mounts allowed.

CARBURETOR

A. No modifications permitted to carburetor. No adapter or spacer plates permitted.

B. Must be factory stock for that car. Must retain stock chock airhorns.
Removal of chock plate and chock shaft is not permitted. No predators, fuel injection, or turbos permitted.

C. Minimum of 2 throttle return springs recommended.

D. Must have stock style fuel pump in stock location. No electric fuel pumps.

FUEL

A. Gasoline only. No alcohol, nitrous, or other fuel additives permitted.

INTAKE

A. Must be stock OEM cast iron of 2 or 4 barrel design with no porting, polishing, machining, welding, gasket matching, or acid etching.

B. No bowtie intakes.

HEADS

A. May run any cast iron head with no modifications. MAX. 2.02 int Valves and 1.6 exh valves! No Modifications to head, must be bolt on replacement. No Gasket Matching.

CAM

A. .525 Lift Hydraulic Cam Max.

B. No rollers or solid lifters allowed. Roller rockers will be permitted.

C. Lifters must retain OEM diameters for that block.

CRANK AND RODS

A. Crankshaft and rods may be stock aftermarket.

B. Crankshaft must maintain stock stroke as manufactured for the block used.

C. No stroker motors allowed.

PISTONS

A. No dome type pistons. Flat top or less.

IGNITION

A. Stock OEM distributors and coils only. No trigger ignition systems allowed. No Mallory. No Accel, On HIE ignition, coils must remain in distributor if stock OEM. On point type distributors, coils must be stock. With any system used, only one coil will be allowed on car.

B. Only one ignition box allowed on the car.

EXHAUST

A. Stock cast iron manifolds only.

B. All exhaust must exit outside the car of behind driver seat.

C. No through the car exhaust. All exhaust must be out of the car's interior.

CLUTCH

A. A 360 degree blow-proof bell housing is highly recommended for standards and scatter shield for automatics.

B. No dog type or triple disc clutches are permitted.

C. No aluminum or exotic metals in clutch or flywheel.

D. Stock OEM style single clutch disc mounted in stock location, stock flywheel diameter. No drilling or machining for lightening purposes allowed.

E. All bell housings must have 1" hole drilled at bottom of bell housing for inspections of flywheel, clutch/torque convertor.

TRANSMISSION

A. Stock type OEM transmission with all working gears including reverse.

B. No five speeds.

C. Automatic transmissions must have working stock torque converters.

ENGINE LOCATION

A. Must be in original location.

NOTE:

The rules/regulations set forth and contained herein are designed to provide for the orderly conduction of racing events and to establish minimum acceptable standards and requirements for said events. These rules shall govern all the events and by participation in

said events, all participants deem they are in compliance with these rules. No neither express nor implied warranty nor safety assurance shall result from the publication of or compliance to these rules or regulations. They are intended as a guide and are in no way a guarantee against injury or death to any participant, driver or official. The tech inspector shall be empowered to permit minor deviations from any of the specifications herein or imposes any further restrictions that in his opinion do not meet the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of the original specifications.

Any of the preceding rules may be subject to change if it is felt that it would be in the best interest of safety, or the division. Track officials have the right to make these decisions and rule accordingly without recourse from the drivers and/or owners.

At the discretion of track officials in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions.

Track officials will decide anything not covered in preceding rules and regulations if and when it becomes necessary.

Vehicles are subject to inspection at any time before or after any event.

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