2019 Pure Stock Four Cylinder Rules

Chassis and Body Specs

1. Any stock appearing metal bodied four cylinder car or truck with a 94" to 101.5" wheelbase. You must maintain within ½" of the stock wheelbase for the make and model of chassis being used. Rear wheel drive only, no FWD or mid-engine cars.

2. The front, main, and rear chassis rails must remain in the car and un-altered. You may tie the uni-body chassis together. Absolutely no bracing under the floor pan. The front chassis rails may be replaced with tubing in front of the cross member. The sway bar or torsion bars may be connected to this tubing, but no other suspension components. The rear chassis rails may be replaced with tubing behind the rear end housing. No solid tubing front to rear.

3. Entire floor pan and front firewall must be unaltered with any holes in the firewall covered. The rear firewall must be intact and covered to separate the driver's compartment from the fuel cell area or you may box-in the area behind the driver's seat. Do not gut the inner trunk, tubs must remain over the rear tires.

4. The body, body mounting position, and overall appearance must retain all stock OEM dimensions with the original body lines and contours. The body must be centered over the wheels. The body must be made from magnetic steel, unless otherwise stated. You may run fabricated doors, front fenders, and hood: but they must appear stock and be securely fastened. No flat sides. The doors and front fenders must be magnetic steel or aluminum. You may run a composite hood. You may use Five Star or Performance Bodies replacement panels. No MD3 type components. The roof, roof post, and rear quarter panels must be stock. If the rear quarter panels are damaged, you may fabricate a new panel over the existing, with the same contours. No other alterations to the body allowed.

5. Stock appearing bumpers on the front and rear, may use an aftermarket nosepiece and rear bumper cover. Must match make of car, if applicable. No open rear ends or flat metal panels.

6. A minimum of 6" ground clearance must be maintained on the nose and side rocker panels. Skirting allowed, maximum width 6". Must conform to stock rocker panel.

7. Rear spoiler height is 6" maximum of surface material above the trunk lid. No side spoilers, rudders, or support braces. No roof or fender mounted spoilers or fins.

8. Windshield is optional, if removed, you must have five protective bars on the driver's side. They must be between 4" and 5" intervals. They must be magnetic steel. No front side door windows allowed. You may fill in rear side openings, if applicable.

9. Must have the make of car and the required weight on the hood or front fenders.

10. Must have a full roll cage secured to the chassis.

Suspension Specs

11. All suspension components must remain stock in their OEM mounting locations for the year make and model of the chassis.
12. The steering shaft may be collapsible. An aftermarket steering wheel and quick release are recommended.
13. Strut cars must run stock or OEM replacement components, may brace the top of the tower. May alter the top of the strut tower with a slotted plate for the purpose of setting caster and camber. The strut towers must remain intact for support.
14. Must use stock type magnetic steel shocks bolted in the stock location. No coil-over, adjustable, re-buildable, remote reservoir, or air shocks. No Schrader or bladder type valve allowed. No shock covers. No external or internal bumpers or stops.
15. Springs must be located in the original position. You may run aftermarket springs, but you may not modify the spring bucket in any way. No screw jacks or wedge bolts. May run adjuster cups, spring rubbers, and shims.
16. No shackles. Lowering blocks permitted. Only stock type OEM steel multi-leaf style springs.
17. Stock front and rear sway bars, no adding of additional devises. No other adjusters allowed.
18. OEM type master cylinder. No adjuster allowed. May use an aftermarket pedal assembly.
19. Any steel wheel 8" wide X 13" maximum. Bead lock rims permitted on the right side only. No wheel covers or rings allowed. May use foam mud plugs. Safety beads required on all wheels. One inch lug nuts recommended. No wheel flares.
20. Hoosier 400's only. May run D.O.T. approved street radial. No grooving, siping, needling, conditioning, or chemical alterations of any kind. Grinding is allowed.

Weights and Provisions

21. Cars must weigh 2300 pounds minimum with the driver after the race.
22. Racing fuel or pump gas only. No alcohol or fuel additives.
23. If it is not mentioned in the rules, consult a tech official with your questions.
24. Cars will be inspected for tech and safety items prior to competition. Tech official will have the final approval.

Engine and Drivetrain Specs

25. The engine maximum is 2500 C. C. Engine can be bored to the maximum C.C.
26. Engine must be in the stock location, this means factory height and setback. You may run solid motor mounts, but they must be stock size.

27. No decking allowed on the block, may surface the top of the block to a maximum of .010 Must be a factory production steel block. All components of the engine must be stock production for the serial number of the block, unless otherwise specified. No 2.5 components in Fords.
28. Must use a stock oil pan, no modification. May relocate the oil filter. No oil cooler.
29. Engine may be balanced, but no stroking or de-stroking of the engine.
30. Stock crankshaft and rods for block being used, no modification of any kind. Aftermarket rod bolts allowed.
31. Stock factory type cast pistons only. OEM factory stock cast replacements permitted. They must match CLR templates. No alterations to the pistons, except for valve clearance.
32. Stock type clutch and flywheel. May surface only, no other modifications.
33. Stock production head and intake. No porting, polishing, acid washing, bowl blending, or alterations of any kind. No spacer between the head and the intake. No factory dual plug heads. One spark plug and two valves per cylinder maximum. No fuel injected intakes.
34. Stock size valves, no cutting for valve springs. No aftermarket double valve springs. May use factory stock double valve springs. All valve springs must be symmetrical. Maximum valve spring pressure of 70 pounds on the seat pressure at engine installed height. Maximum lift pressure of 200 pounds when open to your cam lift.
35. No cutting the lifter boss or other alterations, for the purpose of making a solid lifter. Must remain fully hydraulic, unless engine was not originally factory hydraulic. Must run factory stock lifters, may not be altered in any way. No lash caps, but may have a maximum two (2) lifter bosses with a single washer .025' thick maximum to account for uneven bore depth.
36. Aftermarket timing gear allowed to match cam key type. No aftermarket timing covers (must be one-piece). No roller cam or rockers. Maximum 450 lift.
37. Holley 500 CFM (4412) or Holley 350 CFM (7748) must be used. No modification, except for choke housing, main jets, and power valve. It must pass all of the track tools. Maximum 1" spacer/adapter allowed to fit the carburetor to the intake. May cut intake to match adapter bore sizes - no polishing.
38. Mechanical or electric fuel pump permitted.
39. Must run a factory stock distributor and ignition system. No magnetos and dual point distributor. Must have an operable starter in working condition.
40. Headers permitted. An un-altered Schoenfeld part # 112530 muffler or equivalent must be used. Must use a 3" to 2.5" reducer with a minimum 12" long X 2.5" diameter exhaust pipe beyond the muffler.
41. Transmission and differential must be stock manufactured OEM production. The transmission must have a minimum two forward gears and one reverse, plus neutral position. Drive shaft must be magnetic steel. You may weld the rear end gears or run a spool, but no other aftermarket devices. Must have four wheel working brakes, no adjusters or shut-offs allowed.
42. All cars must have an approved scatter shield and/or approved bell housing.