



2022 Pure Stock RULES

GENERAL INFORMATION

1. All equipment is subject to approval by South Texas Race Ranch officials. **Any alterations or modifications from OEM (stock) not specifically allowed in these rules will be considered illegal.**
2. It is the racer's responsibility to keep his/her car legal at all times. Equipment having passed through inspection unobserved will not be considered as approved. South Texas Race Ranch officials may assess weight penalties for cars and/or parts deemed as not in compliance with these rules.
3. These rules are written with the intent to make racing at South Texas Race Ranch as equal as possible and to promote better competition for all participants while attempting to minimize the cost of participation.
4. It is ultimately the obligation of each participant to ensure that their conduct and equipment comply with all applicable rules, as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules. They are intended as a guide for the conduct of automobile racing and in no way a guarantee against injury or death to participants or spectators.

APPEARANCE

All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.

BODY

1. Any American made stock passenger car body on a stock unaltered full frame, or Chrysler & Ford unibodies. No Camara, Mustangs, or Station Wagons.
2. Stock appearing aftermarket plastic nose piece can be drilled for air but not extended with any type of material.
3. Tail pieces with no holes are allowed. Rear of car must be sealed off, no exposed fuel cell.
4. No spoilers (even if factory equipped), wings, skirts, valiances, air scoops, hood scoops, or anything that alters stock appearance.
5. Bodies cannot be moved from the original body mount rubber bushing no more than +/- 1" cannot be less than 5 1/2" from ground.
6. A front visor is allowed on the windshield area MAX 7 inches.
7. No side or rear window visors allowed. Sunroofs and T-tops must be reinforced and enclosed. No nerf bars.
8. Maximum one inch wide by two-inch-tall steel or lexan rub rails allowed - bolted flush to body.
9. All glass, plastic, upholstery, lights, mirrors, and trim must be removed.
10. Cars must be stock appearing. No cutting, channeling, shortening, or modifying of body is allowed. No excessive trimming of fenders or hoods allowed. No drilled holes allowed in hoods for air supply, must maintain stock OEM appearance. If hood does not match (P on Body Specifications Diagram) fenders must be remove-able with 7/16" bolts. All doors, fenders, and window openings must remain stock appearing and OEM dimensions and be the same on both sides.
11. No straight slab sides. No enclosed interiors, or decking allowed. Front edge of rear deck cannot be more than 8" forward of center of rear-end and must have at least 2" continuous drop from front to rear. Rear of dash can be no more than 35" from the center of the distributor or 28" from back edge of the center of stock hood. Original OEM front and rear firewalls must remain in stock location.
12. Rear of dash can be no more than thirty-five (35) inches from the center of the distributor or twenty-eight

(28) inches from back edge of the center of stock hood. Original OEM front and rear firewalls must remain in stock location. The front firewall must match the frame used and the OEM mount must be visible. Firewall must be full and complete.

13. Front OEM firewall may be replaced using steel fabricated firewall, 18-gauge or (.049) inch thickness. Front firewall may be no further back than the rear edge of oval frame hole, must be vertical and at or between (24) and (26) inches tall. Driver's compartment must be completely sealed off from engine compartment.

FLOOR PAN

1. OEM floor pan may be cut 6" behind front OEM mounts in a straight line across to the other side and be replaced using steel fabricated floor pans made of 18-gauge metal or minimum of .049" thick steel securely welded to the frame.
2. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail with the exception of a maximum tall 8" drive shaft tunnel and similar to OEM tunnel in size. Interior must be completely sealed off from engine, ground, and trunk.

FRAME

1. Frame must be full and complete. Cannot be Widened, Narrowed, Shortened, Lengthened, or be Cut, Bent, or Altered to change Suspension Brackets.
2. Rear of frame behind upper shock mounts may be replaced with round, square, or rectangular tubing.
3. Cannot narrow right rear frame for tire clearance.
4. No frame alterations allowed.
5. All Bars forward of cage must be lower than the hood. May not be cut for tie rod clearance or oil pan clearance.

BUMPERS

1. Stock type rear bumper required, a fabricated front bumper may be used with the following conditions: cars with aftermarket nose pieces- the bumper may extend past frame rails for support and reinforcement. Must be behind nosepieces. Cars without nosepieces- the bumper may not extend past front frame horns. NO SHARP EDGES.
2. Must have a minimum of 5/16th diameter chain welded or cable attached to front and rear of car with the design so tow truck can attach to them, this will be a DQable item. Rear bumper must be covered by the tailpiece if the car has a tailpiece.

ROLL CAGE

1. Minimum four-point cage, minimum size 1 1/2 "0. D. by .095" wall thickness.
2. Minimum three bars in driver's side door, and two bars on passenger side door (three bars recommended).
3. Four-point quick release seat belt and harness required for driver.
4. Must have window nets and firesuit for driver.
5. Must have at least three bars in front of driver in windshield area.
6. Window nets recommended for the driver.

ENGINE OPTION #1

1. Must be stock for the make and model except no 400's or larger small or big blocks.
2. Cast piston only, must use 4 equal valve relief flat top or dish pistons.
3. OEM crankshaft only- cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws.
4. OEM steel Connecting rods only must remain stock OEM length, weight, and shape with pressed pins only.
5. No lightening of any parts.
6. Aftermarket water pump, mini starter, pulleys, harmonic balancer and oil pans okay.
7. Aftermarket power-steering pumps okay and must be belt driven.
8. Metric cars may run a 350.
9. NO stroking or de-stroking.

10. Engine height and setback must be in stock location +/-1". GM metric frame center of fuel pump must be located a minimum of 1 3/4" in front of unaltered cross member.
11. Solid motor and transmission mounts okay. No full mid-plates.
12. Maximum cranking compression 165lbs. (Ignition off, engine turned over 5 times).
13. Oil pans must have at least 1" inspection hole with nothing inside of inspection hole blocking inspection scope from seeing rotating assembly.
14. No alterations to stock oiling system.
15. No vacuum pumps.
16. No turbo or superchargers even if factory equipped.

CAMSHAFT, VALVETRAIN, AND CYLINDER HEADS FOR OPTION #1

1. Hydraulic cam and flat tappet lifters only. Must maintain 17" of vacuum at 1200rpm on track tech equipment.
2. 1.94 maximum intake valve diameter, 1.50 maximum exhaust valve diameter on Chevrolet engines.
3. No hollow valve stems.
4. Stock size and shape valve springs and retainers.
5. Stock length and diameter pushrods only.
6. Stamped steel 1.5 rockers on Chevy, 1.6 on Ford and Chrysler, NO roller tips.
7. Open chambered heads only, must be unaltered, O.E.M. NO porting, polishing, or gasket matching
8. The only GM head numbers allowed are 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, and 3970126. 3/8" or 7/16" Screw in studs and guide plate allowed. 305 engines may use 305 heads (no vortec).

ENGINE OPTION #2

1. Must use unaltered cap sealed GM 602 crate engine. Chevrolet Performance factory sealed CT350 Chevy small block crate engine (Part #88958602 or #19258602 or #88869602). May have IMCA seals if rebuilt in lieu of factory seals. All crate engines MUST use unaltered MSD #8728 or #8727CT rev-control and maximum 5500 RPM Chip / Setting.
2. Must utilize one (1) unaltered cast Holley 4412 two-barrel only with a maximum combined total spacer, adapter and gasket of 1". Carburetors shall be subject to claim.
3. Crate Engine is not subject to claim but must have a prominently displayed a 2" tall "Crate" decal affixed near the A pillar or Crate Engine is claimable. Any driver running a "Standard" engine with a "Crate" decal will be disqualified. Any driver running with a Crate Engine will not be eligible to claim in that season. Any driver that claims a Standard Engine and switches to Crate Engine will be eligible to be claimed.
4. Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved GM cap seals, or approved cables. Any altered, damaged, or missing GM Cap Seals, or cables will result in driver being disqualified from that event, loss of all track points and fined \$1000. Fine must be paid in full before being allowed to race again.
5. Car must weigh min 3200 lbs. with driver after race and a maximum of 49.5% rear when running engine option #2
6. The track reserves the rights to adjust the rules as necessary to keep anyone from having an unfair advantage. We feel we have penalized the crate heavily and will adjust if necessary depending on performance.

CARBURATION AND FUEL SYSTEM

1. Cast Holley 4412 -2 barrel only.
2. Holley 4412 - Part #L6R3250B are illegal. Holley 4412 - Part #L6R199B is legal.
3. Must be unaltered. NO screw in air bleeds, NO powder coating, or any modifications.
4. Choke plate may be removed. 4412 must be cast into choke horn of carb.
5. Maximum spacer and adapter 1" combined total with gasket.
6. Fuel pump must be in stock location for make, NO electric fuel pumps or fuel injection
7. NO fuel pressure regulators, NO fuel bypass systems, or any cool can devices.

EXHAUST

1. Stock unaltered cast iron exhaust manifolds only no porting or grinding allowed.
2. No welding exhaust pipe to manifolds or modifying OEM exhaust flanges.
3. No Chevy center dump, Corvette, marine, Lt1 or tubular steel type manifolds.

4. No adaptors between head and manifold, must be able to use all OEM exhaust bolt holes in head.
5. No two into one exhaust or x pipes must remain duals.

INTAKE MANIFOLD

1. Stock OEM cast-iron or aluminum intake only.
2. No aftermarket or stock high performance or high rise.
3. No bowties.
4. No porting, polishing, cutting or gasket matching.

TRANSMISSIONS

1. Any stock type automatic or cast iron 3 speed OEM manual. No 4 or 5 speed transmissions.
2. Automatics must have stock appearing working 11" torque converter cannot be smaller with ring around it.
3. Scatter shield recommended for automatic transmissions.
4. Aftermarket bell housing on automatic transmission is Allowed
5. No direct drives.
6. All gears and planetary must remain OEM configuration.
7. Hardened input shaft OK.
8. Transmission Cooler OK.
9. Manual must have single disc 10.5" clutch, flywheel and pressure plate must be steel, steel bellhousing required, minimum 15lb steel flywheel.
10. No mini clutches.
11. Steel drive shafts only must be painted white and have a loop six inches from front u-joint.
12. Torque convertor must be steel.

FUEL

1. Gasoline or Racing Gas allowed. No Methanol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethyl hexanol.
2. Gasoline or Race Gas - specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .745 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.
3. It is the competitor's responsibility to know what is being put into their fuel cell.
4. Fuel cell must be secured in trunk any part of fuel cell cannot be forward of any part of rear end.
5. Fuel cell must be visible for inspection purposes from the top through a removable stock appearing trunk lid.
6. Fuel cell vents, including cap vent, must have check valves.
7. Fuel cell must have aircraft style positive seal filler neck/cap system. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.

SUSPENSION

1. Front and rear suspension must be stock unaltered OEM for that make and model of frame, balljoints, spindles, and all components unless otherwise noted in these rules.
2. Lower control arm bushings OEM design only and cannot be steel, aluminum or grease able type. Lower A-Frame mount may not be notched for clearance.
3. No air shocks. No alterations to any part of the suspension or frame will be allowed.
4. May run IMCA type upper control arms 8" or 8 1/12" length only. Sway bars must be stock for make and model mounted in OEM mounts using OEM hardware not pre-loading sway bar.
5. At ride height no part of the frame can be touching Stock suspension stops.
6. Shocks must have stock type rubber ends, must be mounted in stock location on frame, control arm and rear-end. Cannot space shocks up or down. No rebuildable shocks.
1. No Stops or suspension limiters of any kind

SPRINGS

1. Maximum length of rear springs 14" tall free height and both sides must be equal and in stock location. 5" minimum diameter.
2. No spring rubbers, no adjustable weight jacks of any kind, and must sit in unaltered top and bottom stock mounts.

BALL JOINTS

1. May run aftermarket ball joints but must be stock OEM dimensions.
2. Rebuildable ball joints ok.

REAR END

1. Stock rear-end for make and model no modifying axle bearings or length.
2. All brackets, control arms, and shock mounts must be in stock location.
3. All trailing arm bushings must be OEM or OEM replacement with OEM design, NO ALTERATIONS.
4. Rear end may be braced for strength.
5. Upper and lower trailing arms may be braced for strength.
6. Gears may be locked must use stock unaltered ring gear carrier may weld or use bolt in locking blocks.
7. No full spools, Detroit lockers or torque sensing devices.
8. Optional spring cups will be allowed on rear-end housing must be welded flat on the center of therear-end and be in line with the OEM spring mounts left to right. Both sides must match.
9. OEM spring mounts may be removed from the housing.

STEERING/ DRIVER SEAT

1. Racing seat is required.
2. Steering boxes must remain in stock location.
3. Aftermarket steering wheel and quick release steering coupling are recommended.
4. Quick steer boxes allowed.
5. All components must be steel, unaltered OEM, and OEM location and match frame. Exceptions are; tie rod end adjusting sleeve may be replaced with 5" steel tube, replacement spindle with Speedway Motors raised cast part number #91034501; bolt on OEM spindle savers allowed.
6. NO part of driver seat may be no further back than 25" forward of center line of driver's side axle tube.
7. No knobs, levers, or handles allowed for adjustment of the carburetor, ignition, timing, or brakes.

RADIATOR

1. Any (1) radiator that fits in original location without any body modifications is allowed.
2. Water pump mounted fans only, No electric fans.

IGNITION

1. One 12-volt battery only must be mounted securely in rear of driver's compartment or trunk area.
2. If battery is in driver's compartment sealed box recommended.
3. No voltage generators in series with ignition system, voltage at distributor cannot be more than at battery (12) volts.
4. One stock type distributor, module and coil in stock location only.
5. Ignitions on/off switch must be clearly marked.
6. No traction control devices of any kind. No digital gauges or tach.

BRAKES

1. May use any (1) one master cylinder. Aftermarket pedal OK.
2. Must have at least 3 working brakes. Right front may be blocked.
3. No bias adjustment, no electric or manual cut-off switches or valves allowed.
4. Disc brakes allowed in rear.
5. No aluminum or composite rotors or calipers. Must use steel stock type rotors on rear disc.
6. No lighting of components.
7. Optional (1) manual brake shut off valve allowed underneath hood to the right front only.

8. No electric shut off valves.

TIRES AND WHEELS

1. 8" maximum wide wheels allowed, 15" diameter steel wheels only.
2. No bead locks or screws allowed. Mud plugs and wheel covers allowed ONLY on the right side.
3. Wheel cover must be plastic, be bolted, no Dzus fasteners, the ring that holds the wheel cover must be welded to the wheel in at least three places.
4. NO bleed off valves.
5. Must run 1" steel lug nuts.
6. Wheel spacers/adapters can only be a maximum of 1" combined per wheel. Aluminum wheel spacers and adapters only.
7. Approved unaltered Hoosier asphalt 8" pull offs only. Must durometer 60 or higher before race. Tires must durometer a minimum of (54) after race. A grace time of (15) minutes will be allowed for tire to cool. Tires are subject to inspection any time before or after the race.
8. No grooving, siping, softening, needling, metal grinding disc, treating, softening, or wrapping in plastic allowed.
9. Deglazing with sandpaper disc ONLY allowed but cannot leave any grinding marks and is subject to inspection before or after race.

WEIGHT

1. Weight may be securely added in trunk or under the hood, but not in plain view or within the driver's compartment must be painted white with car number.
2. Car must weigh minimum 3000 lbs. with driver after race. 50% rear max
3. Engine Option #2 Car must weigh 3200lbs with driver after race with maximum 49.5% rear max
4. No weight mounted to rear end housing.
5. All weight 25 pounds and less must have at least 1 half inch diameter bolt securing it to frame.
6. Weight over 25 pounds must have 2 half inch diameter bolts securing it to frame.
7. No stacking of weight.

CLAIM PROCEDURE RULES

1. The official claiming area is in the tech area, or wherever track designates.
2. Claim must be made immediately after the "A" feature race finishes (checkered flag).
3. Only the driver may make the claim. Driver must have money.
4. The claiming driver must be on the same lap as the driver being claimed.
5. Only the top three cars may be claimed by another driver.
6. A driver can claim another driver's engine, carburetor, distributor, or shock.
7. Multiple claims on the same engine, carburetor, distributor, or shock: A draw will be held with claiming drivers to determine who gets claim.
8. Refusal to sell will forfeit all cash, trophies, and points for the night. If claim is refused, claim is NOT held against driver who made claim.

ENGINE CLAIMING RULES

1. Any driver in the same race on the lead lap may claim one of the top three finishers immediately after the "A" feature in the tech area with money in hand.
 - a. \$1000 and swap claim on engines.
 - b. Claim does not include - Flywheel, clutch/assembly, bell housing, breathers, carburetor, starter, motor mounts, oil/temp sending units, water pump, fan, pulleys, dip stick, distributor, wires, water outlet/restrictor, fuel pump, fuel pump plate/rod.Driver may NOT claim another driver finishing in a position behind them and may not successfully claim the same driver more than once per calendar year.

CARBURETOR/ DISTRIBUTOR/ SHOCK CLAIM RULES

1. Carburetors claim \$200.00 and swap
2. Shock or Spring claim \$20.00 each and swap
3. Distributors claim \$100.00 and swap.

PROTEST RULE

1. Any driver in the same race on the lead lap may protest another car immediately after feature in the tech area.
2. \$250.00 cash per component \$50.00 to the track.
3. If legal, protested car gets \$200.00.
4. If illegal protestor gets \$200.00 back.
5. Laboratory Testing of Tire protest will cost an additional \$100 (to cover testing) on top of the regular \$250