



# 2022 PURE STOCK RULES

## 1. ELIGIBLE VEHICLES

**\*Tech Staff may allow some configurations that don't totally conform to these rules. This will only be done on a case-by-case basis to allow the division to grow and build in car count. This will not be done to alter the division as an affordable means of racing and any car with a non-conformance will be required to have weight added to their car\***

Eligible vehicle includes FWD/RWD, No AWD 4 cylinder Automatic or standard models that are **10 years and older**. We will NOT allow the "high performance" configurations.

No convertibles, Pickup trucks or SUVs of any kind may compete. No special high-performance cars or four-wheel drives. If you have a question about an eligible model, please ask about that model. **No car will be able to compete that will threaten the viability of less expensive and readily available model's sedans.** This Division will be all about driver performance and plenty of luck and not about the superiority of any particular car. It's all about having **FUN** and entertaining the spectators.

Eligible cars should be constructed from running vehicles in relatively good condition. **Engines and all other drive train components must remain stock as manufactured. No interchanging of components allowed. No performance enhancements of any kind will be permitted.**

## 2. FINAL WORD ON RULES:

If it's not in the rules and provisions listed herein, **DON'T DO IT**. In short, if it doesn't say you can do it, and then **DON'T DO IT**. If anyone is caught doing something to enhance the performance of a car you will be disqualified from the race.

This series is being created for the people who want to give racing a try. For the person that used to race and found it too costly to keep up with the big money teams and more importantly for those that want to have fun and not have it cost a fortune to race.

### **3. Car configuration**

**A.** Car must have a full width dash, may use stock dash.

**B. Car must have a safety kill switch on the left side of dashboard (Negative side of battery).**

**C.** Car may factory column and steering. Any aftermarket column may be used if it is collapsible A removable quick release steering wheel is highly recommended.

**D.** All doors must be welded shut.

**E.** All outside trim must be removed; Door handle holes must be covered with sheet metal.

**F.** All glass must be removed – headlights and taillights, reflectors, including all windows, regulators, and door locks. Front windshield may remain stock or replaced with Lexan. **NO REAR OR SIDE WINDOWS**

**G.** All exterior holes must be patched, headlights, taillights openings etc.

**H.** All air bag sensors and air bags must be disarmed for safety purpose.

**I. All cars must have a VIN number.**

**J.** All the interior/trim panels must be removed; this does not allow removal of the metal inner panels; the only exception would be the removal for cage door bars. Firewall between passenger and trunk area must be covered with metal. If inner metal panels are removed for other than door cage bars a weight penalty will/could be added up to 25lbs. A higher weight penalty, if necessary, may/could be added if tech determines that an **extreme** amount of material was removed for lightening purposes and not just for cage construction.

**K.** Drivers side metal interior door panel may be removed for cage purposes only.

**L.** No cutting of exterior sheet metal: fenders, bumpers, trunk, etc. Only the front hood inner panel may be removed.

**M. Everything about the vehicle must remain stock for the year, make and model of vehicle being used.** Except for what is permitted or required in this rules package, vehicles must remain completely stock in appearance (aftermarket nose and tail pieces may be used if it is for make and model. Nonconforming panels must be modified to fit the car NOT the car to fit the panel), configuration, set-up, and running gear including motors, transmission. Any variances from this rules package will/may result in the disallowance of competition until the variance is corrected, this will be at the discretion of the Tech Staff.

**N. Rub rails are allowed between the front and rear tires only. Only 5 Star Lexan Rub Rails are allowed. Rub rails are for paint and lettering protection only.**

### **4. WHEELBASE**

**A.** Cars must maintain a stock wheelbase for the model used.

### **5. DRIVE TRAINS:**

**A.** Car must be front wheel drive, No all-wheel drives. No rear wheel drives.

**B. No differential gear changes allowed. No locked differentials allowed.**

**C. No performance computer chips allowed.**

**Engines and all other drive train components MUST remain stock as manufactured. No interchanging of components allowed. No performance enhancements of any kind will be allowed.**

## **6. ENGINE**

**A.** Must be 4-cylinder, fuel-injected motor models, stock for year and make and model of car being used (Completely Stock). Engine size and Transmission must be car for car (will be checked by VIN code). No Turbo or Super Charges allowed.

**B.** Engine will only have water in radiator. Engines will be free of oil leaks and fluid leaks.

## **7. EXHAUST SYSTEM**

**A.** Stock headers or high-performance exhaust manifold may be used, ONLY if the car came shipped from the factory with that equipment. Stock exhaust pipe should extend from the manifold to the flange of the catalytic converter.

**B.** The catalytic converter needs to be removed.

**C.** Cars must have mufflers. No side exhausts. Exhaust must dump under car at 90 degrees toward the track surface. Muffler and pipes must be firmly attached to the bottom of the car. **All cars must meet a 96 db. Rule**

## **8. TRANSMISSION**

**A.** Should be an automatic, standard transmissions are allowed but may require additional weight to be added to the car. NHSTRA Tech Staff will consider these on a case-by-case basis and will add a weight penalty only if necessary.

**B.** **NO** traction control devices, stock, or aftermarket.

## **9. WEIGHT: Right Side**

**A.** Up to **139HP** 1100 Pounds with no penalties after 1200 pounds.

**140** to **179HP** 1200 Pounds with no penalties after 1300 pounds.

**180HP** and up 1450 Pounds with no penalties after 1550 pounds

**ALL PENALTY WEIGHTS WILL FROM TRACK TO TRACK**

**B.** 50lbs of right-side weight will be required after 2 feature wins; weights must be mounted under the passenger floorboards, lined up with the driver seat or mounted father ahead towards the passenger side front firewall. Each additional feature win/wins after your 2<sup>nd</sup> win will require you to add an additional 25lbs of weight under the passenger floorboards, this will be up towards the front firewall. Weight box may be welded to the right side of the cage. Only weight allowed is penalty weight and must be on the right side of the car only. **All cars will be weighed at the beginning of racing season to establish a base weight (example a car with a 1150 right side weight must weigh 1200 after 2 feature wins) and may/will be weighed after Heats/Features. Weights may be adjusted at any time to equal competition.** No Penalties will be added when a car reaches its Maximum Weight

**ALL PENALTY WEIGHTS WILL FROM TRACK TO TRACK**

**C.** Any added weight must be securely bolted to frame with a minimum of 3/8" bolts or secured in a weight box welded to the roll cage.

**D.** Only weight that can be added is on the right side between the posts of the right side of the cage. No other weight is allowed. Only weight and including penalty can be added the right side between the right-side cage posts.

## 10. ROLL CAGE

A. All cars must have a four-point roll cage constructed of 1 $\frac{3}{4}$ " outside diameter X .095 wall steel tubing. The roll cage shall consist of 4 vertical upright bars connected at the top on all sides and shall be adequately cross braced. The base of the upright members shall be solidly welded to the frame of the car. Four curved door bars on the left side and three curved or straight door bars on the right side are mandatory. The roll cage members must closely conform to window/door/roof contour and not be readily apparent when car is viewed from the side. Offset cages are not allowed.

## 10. ROLL CAGE CONT.

B. Forward bars attached to the main cage can only go to the strut tower, minor front bracing for protection of the radiator is allowed. Hoops may come thru the front nose piece but can only be attached to the front bumper and cannot be taller than the radiator. All bracing must pass NHSTRA Tech Staff inspection.

C. The roll cage must not alter the geometry of the vehicle.

D. Rear roll cage bars are allowed for added/crash protection. Only one side cage bar per side). Rear bars should/must be mounted from back of cage to rear trunk area only. Rear bars **cannot** directly connect to the upper/top part of the rear strut itself (suspension). You may connect a rear center cage bar from side to side of the inner side tub/strut box (recommend). Also, the side-to-side cage bar may be connected to the top of the cage bar that goes into the trunk area.

## 11. Battery

Battery may remain in the stock location or **relocated behind the driver's seat. No Battery's in the trunk area, must be in a battery box** acceptable to Lee Tech Staff. Battery must be free from any fluid leaks.

## 12. RACING SEAT/ DRIVER'S HARNESS

A. Padded racing type driver's seat is required. Seat must be bolted to brackets and firmly welded to the roll bar assembly. All bars within the driver's reach must be padded with approved roll bar padding. Cars must have an SFI approved racing harness properly attached to the roll cage bars. Must have a minimum Five Point Harness and be less than 5 years from date of manufacturer.

## 13. BRAKES

A. Car must have brakes on all four (4) wheels and be operational.

B. All ABS systems must be disarmed.

C. All brakes must remain stock for year and make of car

## 14. SUSPENSION

A. All suspension components must remain stock as manufactured with the exception of adding camber adjustments on the left front and right front suspension only. This is to help prevent outside/inside tire edge wear and for aiding in car handling. A maximum of 2  $\frac{1}{2}$  inches of negative camber is allowed on the right front wheel, left front wheel is allowed 1-inch maximum positive camber. No cutting or changing springs. Right front and left front upper strut mounts may be slotted for camber adjustments only. Rear camber is allowed **but must not be more than a  $\frac{1}{4}$  inch positive camber on the left rear and  $\frac{1}{4}$  inch negative camber on the right rear. Camber will be measured on the concrete pad with a straight edge (square) with driver in car. Measurements will be taken at the bottom rim lip and at the top of the rim lip the difference between the two is the total camber in inches.**

B. No changing, cutting, or lowering of springs allowed, must maintain stock (OEM) ground clearance at all times. **NO RACING SPRINGS.** Springs must be the same diameter, height, and number of coils on the left and the right side (same spring gauge). Shocks, struts, and springs must be stock or stock replacement type and mounted in the stock location. **No covers allowed on shocks and struts.** If you replace any part, you must have the sales slip with you if asked by a Track Official. No altered, or high-performance components allowed. No weight jacking devices to increase or decrease spring rate, but you will be allowed the use of one (1) rubber spring spacer, maximum one (1) spring rubber per wheel. Spring rubber length cannot exceed more than the one (1) coil wound (circumference). Or you may use the taller spacers, these are roughly  $\frac{3}{4}$ " wide by 2" tall, you can use up to three (3) of these if its only used in one (1) coil wound (circumference).

#### 14. SUSPENSION CONT.

C. Stock Bump stops on struts must 3 inches of travel before the bump stop hits the strut.

D. All suspension parts must mirror each other left to right. This includes springs, bump stops, and sway bars links.

#### 15. FUEL TANK

A. Racing fuel cell is permitted and highly recommended but is not mandatory. Fuel cells may not be more than 15 gallons in capacity. Fuel cell must be securely fastened with minimum of two 2" x 1/8 metal straps inside in the trunk. No cutting of trunk floorboard when installing a fuel cell. A sheet metal firewall must separate the trunk from the driver's compartment. **Relocated fuel cells must be in the center of the car.**

**B. IF USING A RACING FUEL CELL AN AFTERMARKET FUEL PRESSURE REGULATOR MAY BE USED BUT MUST MAINTAIN STOCK FUEL PRESSURE.**

#### 16. FUEL INCENTIVE PROGRAM:

A. The speedway welcomes New England Racing Fuels & Sunoco. We endorse New England Racing Fuels as part of our sponsorship program, where you, the racer can reap the benefits. You must be a customer and purchase fuel at the speedway; you then will become part of their "Fuel Incentive Program" and have a chance to be rewarded at the season year end banquet. We want to welcome John Holland and New England Racing Fuels to our family of sponsors to where you can be the beneficiary.

#### 17. FUEL

A. It is not mandatory to purchase all Sunoco Fuel from New England Racing Fuels at the Speedway. Petroleum based automotive gasoline is the only fuel allowed. No alcohol, No methanol, No nitrous oxide or any other fuel additive may be used. See Fuel Incentive Program above 15 (A).

#### 18. TIRES AND WHEELS

A. **No Racing Tires allowed.** No Hoosier, American Racers etc.

B. Tires must be a DOT approved tire up to a 205 series (Width of tire) with no less than a 55-side wall.

C. 13 thru 16 inch rim sizes are allowed.

D. Tires may be different sizes from front to back to manipulate gearing, **but** tires must be same size on the left side to the right side. No running larger tires on one side and smaller tires on the other side to increase stagger.

E. Tread wear must not be any lower than 400, 400 covers all current and formerly produced regular DOT tires. **Anything** less than 400 is considered "performance" tire and is not allowed. Tires must have a minimum of 5/32 tread.

## **F. ALL WHEELS MUST BE STEEL.**

**G.** Rims must be stock appearing with stock offsets only. Swapping rims is ok as in VW rims on a Honda, Saturn rims on Toyota etc. **No aftermarket or Racing Rims allowed.**  
**Tires and wheels must conform to all the listed parameters above. Not following the tire and wheel rules listed above will result in a disqualification at post-race inspection.**

## **19. SAFETY EQUIPMENT**

- A.** An aluminum racing seat is required.
- B.** SFI Five Point Drivers Harness must be less than five years from manufactured date.
- C.** Only Snell approved full face Helmets are allowed. It is highly recommended the use of a Snell SA2005 or newer full-face helmet.
- D.** SFI Window net is required.
- E.** SFI Fire suit required and must be in good condition, no holes, grease etc.
- F.** SFI Racing Gloves required.
- G.** SFI Racing Shoes are highly recommended. Proper footwear is required (non-SFI sneakers will not be allowed).
- H.** Head and Neck restraints are highly recommended and should be used.

## **20. TRANSPONDER:**

- A. Transponders are mandatory in all divisions. Pure Stock division transponder must be mounted 10 feet from the front most point of the car.**
- B.** All cars must always be equipped with a transponder and be in operation, during practice, heats and features.
- C. AMB Transponders can be purchased by calling 678-816-4000 or go to website: [www.Amb-it.com](http://www.Amb-it.com).**

## **20. NASCAR LICENSE**

- A.** If applicable see your General Rules

## **21. POINTS**

- A.** You will be running for Championship points. Points will be awarded and handicapped along with all the other divisions. See points system in the General Rules.
- B.** This division is intended to draw entry-level fans into the sport. It is designed for those with little racing expertise and money to participate in the sport in a big way. However, it is also intended to put on the best possible show for the fans, requiring a certain amount of professionalism in race preparation and attitude on the track. Competitors are urged to race hard to win, not to merely crash and cause havoc. In this class, the playing field is leveled in a way that virtually all have a significant chance to win.
- C. Everything about the vehicle must remain stock for the year, make and model of vehicle being used.** Except for what is permitted or required in this guidebook, vehicles must remain completely stock in appearance, configuration,

set-up, and running gear including motors, transmission. Any variances from this guidebook will/may result in the disallowance of competition until the variance is corrected, this will be at the discretion of the Tech Staff.

## **22. RESPONSIBILITY**

### **IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE GENERAL RULES!**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition

### **22. RESPONSIBILITY**

of all events, and by participating in these events all participants are deemed to have obtained, read and understood a copy of the current rules, and complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, or official.

**Everything about the vehicle must remain stock for the year, make and model of vehicle being used.** Except for what is permitted or required in this guidebook, vehicles must remain completely stock in appearance, configuration, set-up, and running gear including motors, transmission. Any variances from this guidebook will/may result in the disallowance of competition until the variance is corrected, this will be at the discretion of the Tech Staff.

**Rules may be adjusted to meet the needs to equal the playing field without notice.**

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