



Dog Hollow Speedway by J&E Motorsports
152 Hamill Road, Northern Cambria, PA 15714
814-696-9031

2024 PURE / HOBBY / STRICTLY STOCK RULES

TECH PERSONS & RACE DIRECTOR HAVE THE SAY OVER ALL RULES. THERE WILL BE NO ARGUMENTS. IF SO, YOU WILL BE DISQUALIFIED.

DRIVER IS RESPONSIBLE FOR ALL PIT CREW MEMBERS. IF ANY FIGHTING, ARGUING, OR DISRUPTIONS OCCUR, THE CAR / DRIVER WILL BE DISQUALIFIED AND SUSPENDED FOR TWO WEEKS.

****All requirements listed below MUST be met unless an exception is clearly stated.

****Tech has the right to internally inspect any engine part after the feature, even if the engine pumps legal.

CHASSIS / BODY

1. Acceptable vehicles: All North American OEM 4-link cars 1965 to present with a minimum wheelbase of 101 inches. Wheelbase must measure the same on both sides. No convertibles, trucks, jeeps, station wagons, or sport utility vehicles.
2. Must have full firewall and floorboards in the driver's compartment. Passenger interior may be "boxed in" above floorboard but no higher than window opening.
3. No spoiler or spoiler sides. Rear deck must have no more than 2-inch rake (from back to mid plate). Max deck height is 45 inches.
4. Roof raking 2-inch maximum.
5. No sideboards or wings of any kind or size.
6. Tail ends must be completely covered (side to side) one half the distance from the highest point of the rear deck to the ground. In other words, measure from ground to highest point of rear deck (this must be done with the car race ready, with tires on and inflated, car on level ground, etc.). Divide that in half. The back must be sealed that far down.
7. Body style must be respective to the class and must pass tech inspection approval. No flat panels on the sides. Roof must be steel or aluminum ONLY. Roof, roof posts, and tail piece MUST be OEM appearing. No late model style roofs or posts. It MUST be stock appearing. No exceptions.



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8. Tail piece must be closed in. Nose piece must be stock type. No late model-style noses permitted.

FRAME

1. Must remain OEM appearing. Front and rear suspension mounts on frame **MUST** remain stock and in stock locations. Altering this will result in disqualification. Rectangular tubing may be used to replace rusted frames behind rear end. Any alterations **MUST** have tech approval. **Four corner weight jacks are permitted with 75 pounds added to the mid-engine plate area.** Updated (6/1/24)
2. Uni-body frames must have 2-inch x 3-inch box tubing joining OEM front and rear frame sections. Must have tech approval.

SUSPENSION

1. Suspension must match chassis used.
2. No coil-overs permitted.
3. No driver-adjustable components.
4. Any coil springs, any shim, or spring spacers are permitted.
5. Cars must have a minimum of 5 inches ride height from the lowest point of the frame rail.
6. Front A-arms tubular upper (non-adjustable only). Bottom tubular type lower but must meet stock template (can be adjustable).
7. Rear OEM location 4-link or leaf-spring only. Mounts on rear end must remain in stock location on frame. Mounts on rear axle from the **bottom of the axle tube to the bottom hole is 4 inches** and can have multiple holes but bolt must be in the same hole from side to side. Updated (6/1/24). The only exception is if using a factory stock axle. May change bushings to monoball. Heims ends or any type of adjustable arms will **NOT** be permitted. Leaf-spring cars may have adjustable shackles on rear. No spring sliders.
8. Shocks should remain in the **STOCK** position **but can be moved outside the coil spring to deter spring and shock damage.** Heims end shocks will **NOT** be permitted. Updated (6/1/24).
9. No adjustable shocks front or rear.

STEERING



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1. Steering must remain OEM for type of chassis used.
2. OEM steering boxes only.
3. No rack and pinions.
4. Steering quickeners allowed. **It is recommended a collapsible steering shaft is in place for your safety.**

ENGINE / DRIVETRAIN

1. Engine type (GM, Ford, Chrysler, etc.) must match chassis used. Factory sealed GM 602 engine will be permitted.
2. Maximum engine size is GM 350, Ford 351, or Chrysler 360.
3. No fuel injection. Production fuel-injected vehicles must be changed to carburetion.
4. No aluminum blocks; cast iron factory or aftermarket blocks only.
5. No aluminum heads; cast iron stock or aftermarket heads permitted.
6. Double-hump heads are permitted. Parts #10239906 and #12558062 Vortec heads are permitted.
7. Engines may be bored to .040 over bore.
8. Hydraulic camshafts (any hydraulic flat tappet camshaft).
9. Solid lift cams permitted.
10. No roller cams.
11. No roller lifters.
12. Roller rockers will be permitted. (updated 4/19/24)
1.5 rockers only.
13. Furthest forward spark plug in line with upper ball joint.
14. Factory stock cast iron intakes, or aluminum egr type intakes:
Edelbrock #2101-2116 for Chevrolet
Edelbrock #2181 for Ford
Edelbrock #2176 for Chrysler
may be used. Single or Dual plane intakes will be permitted. No porting of any type.
15. Use 1-inch adapter plate to mount 500CFM 2-barrel Holley or 4-barrel carb with working vacuum secondary. Vacuum secondary cannot open when engine is not running. No double pumpers. No quadra-jet carburetors.



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16. OEM stock stroke crankshaft only.
17. OEM-length connecting rods only.
18. Pistons: flat-top or dish only. No dome-tops permitted.
19. OEM-type ignition only. No Mags, MSD, Mallory, Accell, Pertronix, or external spark box.
20. Exhaust must exit past driver. Street-style and over-the-rail headers are permitted with 1 ¾ -inch tube and 3-inch collector maximum. Can run Crossover. Tri-Y or 180-degree headers are not permitted.
21. Transmissions must be OEM type – automatic or standard.
22. Standard must have steel blow proof bell housing with an inspection hole in the bottom.
23. OEM steel flywheel (no aluminum) with 10-inch clutch.
24. Multi-disc clutch will be permitted. Must add 100 lbs.
25. Automatics must have a working torque converter with steel scatter shield.
(Option: Bert, Falcon, or Brinn Transmissions are allowed but must weight an additional 75 lbs. no ball spline, slip yokes only.)
26. OEM rears, Ford 9-inch rear, or floaters permitted.
27. Standard 5-bolt no wide pattern hubs.
28. Rears must be locked.
29. Cars must start and run under their own power.
30. Cars must have a working reverse.
31. Cars must have 12-volt starring system.

WEIGHT

1. Minimum weight will be 3200 lbs. Cars with a multi-disc clutch must weigh a minimum of 3300 lbs. (with driver) after the feature and must clearly be marked “3300 lbs.” on the driver’s window.
(If running Bert, Falcon or Brinn transmissions the car must weigh 3375 lbs.)

WHEELS / TIRES

1. Steel 15-inch racing wheels only.
2. 15-inch tires only.
27.5 / 8.0 x 15 maximum on 7-inch or 8-inch rims only – no bigger.



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3. Recaps allowed.
4. Any compound allowed.
5. No aluminum wheels.
6. No winter treads.
7. Bead locks allowed on all four wheels.

SAFETY

1. All seatbelts must meet manufactured expiration date. Any worn, abraded, or torn belts shall be replaced.
2. **It is highly recommended there is a FIRE EXTINGUISHER with-in the drivers reach attached inside the drivers' compartment.** Updated (6/1/24).

OTHER

1. Gas only; no alcohol.
2. No driver-controllable brake bias adjusters or shutoffs.
3. Other than the requirements or exceptions listed elsewhere within the rules, the car and all components **MUST** remain stock appearing.
4. AMB Transponders are required for this class.
5. Progressive Ignition distributors, manufactured distributors, or unidentifiable distributors are illegal.
6. Suspensions must meet our rules. Updated (6/1/24).
7. 16-volt batteries are permitted.