



PURE STOCK RULES

Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.

If the rules do not say you can do it, then don't do it! Be sure to check the General Rules. All interpretations of rules by a Speedway Management or Speedway Technical Official are final. UNAWARENESS OR IGNORANCE IS NO EXCUSE!

1. CARS

- Any American made car with a factory wheelbase of 101 inches minimum – must be within 1-inch tolerance of year, make and model. Wheel base +/- 1/2" side to side difference.
- Wheelbase may not be altered. Body must be stock for the chassis.
- Maximum allowable difference from side to side is 1 inch.

2. WEIGHT

- Minimum weight of 3,200 pounds, with a maximum of 55% on the left side. Coil Spring cars may have a maximum of 58% left side. 75lb penalty for standard transmission. 25lb penalty for flywheel weighing less than 25lbs. Minimum flywheel weight is 15lbs. 25lb penalty for 10 inch torque convertor.
- Weight may be added, or left side percentage changed to any competitor at any time at the discretion of tech in the interest of fair competition!
- All lead and ballast must be painted white and have car number printed on it. All ballast weights must adhere to ride height rule. Any lost or loose weight will result in disqualification.
- Two bolts 1/2" in size per piece of lead over 10 lbs. One 1/2" bolt in 10 lbs. or less.

3. BODY

- **MUST** be stock appearing for year, make, and model. No flaring of bodies and must follow factory contours. No exceptions.
- Factory roof, hood and trunk lid must be retained. Roof and trunk may be gutted! Must retain the stock floor pan and firewall. Hood must be sealed to the cowl or windshield. **If the driver can see air cleaner it is wrong.**
- Rear deck must have a stock appearing downward slope.
- Back of the car must be closed off from top of frame rails to bottom of deck, and from quarter panel to quarter panel.
- All holes in the firewall and driver compartment must be covered over for safety.
- No operational hood scoops or cowl induction.
- Aluminum hoods are not permitted. Fiberglass hoods are permitted.
- May replace any corroded metal with 22 gauge or thicker sheet metal for door skins, fenders, and quarter panels. Must look like an actual car – no slab sides. Door must mount to the rocker. No filler panels.
- May remove rear floor to just behind B post of body, and rear firewall, but must have 22-gauge steel firewall sealed tight separating driver from fuel cell.
- All cars must have a full, clear Lexan windshield or screen that covers all of the front window. If using a screen you must have (3) 1/2" vertical bars in front of the driver!
- Body must be mounted in stock location on frame – no sliding or shifting. A post mounting in the correct frame hole (both left and right). May remove rubber body mounts.
- Hood must have a minimum of two (2) pins in front and two (2) pins in back.
- Trunk lid must have two (2) pins and two (2) hinges, or four (4) pins.
- Fabricated steel (stock appearing) trunk lid approved. No aluminum truck lids allowed.
- May run 1-inch rub rail welded against the body with capped ends, clean welds, no tire cutters.
- May run pipe bumpers – maximum of 1-3/4-inch OD x .95-inch wall, square tubing, or stock bumper for car must be mounted in stock location with chain wrapped and welded to frame. Minimum bumper height is 17 inches – maximum bumper height is 19 inches. Bumpers must have round corners that turn back into chassis. No open ends must be capped. Bumpers must not be installed farther out than 6 inches from the front frame horns.
- All welds must be clean and ground – no tire cutters.

4. CHASSIS and SUSPENSION

- All suspension parts must be stock for the year make and model of the car. A – frame bolts may be changed to camber ADJ. May replace bushings with polyurethane or steel ok.
- Coil spring must be a minimum of 8 inches and must fit in stock location without alteration of bucket. No spring rubbers or gobblers allowed. No coil bound springs or collapsed springs allowed. All springs must be symmetrical from top-to-bottom. No bump stops.
- May use an adjustable bucket.
- Leaf springs, stock multi-leaf only, may be used. May use non adjustable lowering blocks and multi-hole rear shackles for adjustment. No tapered rear end shims or lowering blocks. Factory pinion may not be altered whatsoever.
- Sway bars must be stock for the specific car. Maximum 1-3/8-inch diameter. No rear sway bars. No aftermarket Howe style sway bars.
- Sway bar adjustable at left lower A frame only. May mount solid on the right side.
- All front and rear suspension components must remain stock. All suspension parts must match the frame. No alteration of suspension allowed.
- Stock passenger car spindles and hubs for year, make, and model only.
- No lightening or grinding of any suspension part allowed.
- No steering quickeners allowed. Stock steering components include drag link and stock length tie rods. No interchange of uni-body, mid-size metric, and big metric/steering parts.
- Spindles, rotors, calipers, and bottom A-frames must match chassis being used. (All must be stock). Steel lower A-frame bushings are allowed. The hole must be in the center of the bushing. Factory replacement steel safety hub may be used. The bolt on the rotor must be factory diameter and thickness. No drilled, slotted, or curve veined rotors. May run a steel safety hub in front.
- Shock absorbers must be mounted on stock upper and lower mounts. No modifications to shock mounts allowed, and mounts must be in stock locations. No tie rod end, heim end or aluminum shocks allowed.
- One (1) shock per wheel – total of four (4) shocks per car. No coil over shocks allowed. One-inch (1”) spacers will be allowed on the left-rear of the car (only). Shocks must be steel body, one (1) piece and non-adjustable. No remote or external canister type of shocks allowed. No aluminum gland nuts or shafts. No Schrader Valve! (Pro Shock, AFCO, Carreras and Factory crimped Bilsteins okay) Absolutely no aluminum of any kind on the exterior of shock except the approved AK Series Bilstein Factory crimped shocks.
- No bulb tops. May have removable bushing on the shaft end of the body. The bushing holder/eyelet must be attached to the body. No Schrader or bladder style valves allowed.
- Must use stock type shock ends top and bottom. Front half of the shocks can be covered.
- No rebuildable shocks. No adjustable shocks. No aluminum gland nuts or shafts.
- Any shock body that can be disassembled by removal of an external snap ring or by any means other than cutting it apart will be considered rebuildable and illegal.
- Steel body shocks must be mounted in stock locations. \$200.00 claimer for four (4) shocks or \$50.00 per shock after a race. Must be on the lead lap.
- Six-inch (6”) ground clearance minimum frame and body, measured with the driver out of the car.

5. CARBURETOR

- Must run stock Holley 4412 2-barrel only. (No Billet) No modifications can be made except as specified.
- Crate engines must run 650 Holley (part# 80541-1) only. No modifications can be made except as specified. (If the crate motor does not have GM or Ricky Brooks seals, you must run 2 barrel Holley and rules).
- May remove choke plate and shaft.
- NO Holley XP 2 Barrels
- May change jets and power valves.
- May use any adapter from carburetor to manifold – maximum thickness 1.625 inches including gaskets.
- 2 return springs mandatory

6. INTAKE

- Stock OEM cast iron. No porting, polishing or port matching.
- May use Edelbrock RPM Performer – (General Motors 7101, 2101, 2701, 3701), (Ford 7121), (Mopar 7176).
- General Motors 602 aluminum dual-plane intake manifold is also approved.

7. IGNITION

- Any 12-volt battery fired ignition (only).
- Part # MSD8727 CT Digital Soft-Touch HEI Rev Control Limiter only (must be on the right hand side visible to tech out of reach of the driver).
- Must be mounted in the driver's compartment behind the driver's seat. Must be mounted securely.
- Stock OEM distributor – no high-performance parts. No MSD coils or modules.

8. ENGINE SPECIFICATIONS

- Must be the same manufacturer as the car and mounted in stock position. May use Allstar, Moroso or other stock replacement solid motor mounts. Must be in stock location!.
- Stock crankshaft for engine.
- Maximum over-bore is .060.
- Crankshaft must be stock production cast or steel or OEM stock replacement. 48 pounds minimum balancing permitted by drilling holes – no grinding. No knife edge or bullnose cranks permitted. No polishing of crankshaft.
- Rods must be stock production or OEM stock replacement. OEM length per original engine specifications. No high-performance rods permitted. Grinding on rods permitted for balancing only. No polishing of rods. Rod bolts, builders choice.
- Pistons must be stock production or OEM stock replacement and must be the same configuration as stock cast or forged GM. Must have four (4) eyebrow flat tops. No fly cutting. Floating pins may be used.

9. GENERAL MOTORS (GM) 602 CRATE ENGINE

- May run GM 602 sealed crate engines that came from the factory. No modifications of any kind. Crate motors are subject to inspection at any time!
- Valve Springs - Part# PAC1210X are allowed. May shim to get to spring rule.
- 602 Crate engines must follow the Gm Performance parts Technical Manual. If it is not listed don't do it unless you have spoken to tech and have your rule book signed and carry with you to tech. A tech bulletin will then follow for all racers to see the clarification or change.
- 602 is totally by the GM manual, repairs etc. no exceptions. GM part number: 88958602 and 19258602. Compression ratio: 9-to-1. No options allowed.
- Part# MSD 8727CT Digital Soft-Touch HEI Rev Control Limiter only (must be mounted on the right hand side visible to tech out of reach of the driver).

10. CYLINDER HEADS

- Stock production OEM cast iron cylinder head for engine being used (Open or Closed Chamber Heads Okay Minimum 63CC)
- No vortec heads allowed.
- No mix-matching.
- GM 350 heads on 350 c.i.d. engine – 305 heads on 305 c.i.d. engine no less than 63 cc's on 350. Maximum compression ratio: 10-to-1.
- Ford 351 heads on 351 c.i.d. engine – 302 heads on 302 c.i.d. engine. Maximum compressions ratio: 10-to-1.
- Mopar 360 heads on 360 c.i.d. engine – 318 heads on 318 c.i.d. engine: Maximum compression ratio: 10-to-1.
- No porting or polishing, no gasket matching, no grinding of any kind.
- May have 3 angle valve jobs, no angle more than 75 degree. May run screw in studs, must be stock size.
- Guide plates OK.
- No angle plug heads.
- 1.94 intake, 1.50 exhaust, max valve size. Maybe stainless steel neck down valves.
- No hollow stem valves.
- Valve spring must be stock size and symmetrical from top to bottom (1.270" max diameter). Spring seat valve pressure closed 120 lbs. max.
- No aftermarket heads are allowed.
- Bronze guides or liners ok.
- Push rods, builder's option.

11. CAMSHAFT

- Hydraulic flat tappet cams only. Maximum lift 450 at valve for GM and 480 at the valve for Ford
- Check at the push rod or cam lobe times the rocker.
- Ratio – Rocker must remain stock for engine: General Motors: 1.5 – Ford: 1.6 – Mopar: 1.5.

12. MISC

- No electric water pumps. Electric fans OK.
- Water pump, pulleys, valve covers and oil pan builders choice.

13. TRANSMISSION

- Stock automatic transmission with all working gears (forward and reverse) and working torque converter.
- Aftermarket bellhousing on automatic is allowed.
- Torque converter must be a minimum 10 inches in diameter. (must add 25 lbs.)
- No lock-up converters. No power-glide transmissions.
- Must have all stock parts – no light weight parts.
- May run 3-speed or 4-speed manual transmission with stock clutch and flywheel (L88 flywheel minimum 15 LB) approved. 25 lb weight penalty.
- Stock clutch and clutch disk. Stock replacement solid hub clutch disk okay. Clutch material must be full circle, and no paddle type disks. Hydraulic Clutch Pedal Okay.
- No 5-speed or 6-speed transmissions allowed.
- Must have a functional shifter – No push – pull rods.

14. REAR-END

- Must be stock for the year, make and model of the car.
- Maybe locked.
- Mini-Spools are approved for use.
- No full spools or lockers of any type.
- No C-Clip eliminators.
- Aftermarket replacement axles are okay.

15. BRAKES

- All four (4) brakes must work always.
- Stock pedal and master cylinder.
- May remove factory proportioning valves.
- No aftermarket brake bias or shut-off valves.
- No rear disc brakes. No aluminum drums or aluminum parts allowed anywhere in the brake system.

16. EXHAUST

- Stock OEM cast iron manifold (only), with 3" inch exhaust pipe throughout. 50 lb weight break for 2-1/2" exhaust
- Must exit behind the driver.
- Must be securely fastened under the car.
- No X pipes – No H pipes.
- Headers are permitted under chassis – mufflers required.

17. WHEELS and TIRES

- Racing wheels 15-inch x 8 inch. May run any combination of 2, 3 or 4-inch offset wheels.
- One wheel spacer okay. May run an ultra-cool 1/8" steel thick brake cooling fan. One per wheel
- American Racer AR870 Tires only.

18. FUEL CELL

- Mandatory Maximum: 22 gallons.
- Must be mounted in a steel container – minimum of 22-gauge steel.
- Must have a 1-1/2 fuel cell loop protecting the cell from being hit by other cars.
- Fuel cell must have 10 inches of ground clearance.

19. SAFETY FEATURES and ROLL CAGE

- Roll cage must be constructed of (minimum) 1-3/4-inch x .095 wall round steel tubing, with full four (4) post roll cage, minimum of four (4) door bars on driver's side, and three (3) door bars on passenger's side.

- Aluminum racing seat mounted to roll cage with racing seat belts (See Safety Rules. Recommend driver's side door bars be plated with 1/16-inch steel plate (11 gauge) or thicker.
- May mount the radiator directly to frame – may use round tubing for protection.
- Drive shaft loops (2) are Mandatory. They are to be located 12 inches from each u-joint. Drive shaft must be painted white with numbers on it
- The use of radios is strictly prohibited.
- Mirrors allowed! No phones or communication devices in the car.