



2020 PURE STOCK RULES

1. BODY: Minimum 108-inch wheelbase, except 1983 or newer t-birds or Chrysler products may be 105-inch wheelbase. Any year American made production car. All cars to remain stock. Full frame cars may remove inner fender wells, uni-bodies may not. Bumpers must remain stock with no bracing outside frame horns. Radiator may have protection bar. Steering column may be stock or fabricated with removable steering wheel. Car may be stripped, stock fire wall from front to rear with all holes patched, no mirrors, must have safety bars or screen over driver side windshield. Hood fenders, and bumpers required. Steel Body panels only and must look OEM. No Slab bodies. Hood, roof, A post and trunk area must remain stock steel. Trunk pan must be in place. Engine hoop and snout bars allowed. **NO SPOILERS.** No enclosed interior.

2. ROLL CAGE: Must have at least 3 left side and 2 right side door bars, 4, up right bars, cross brace behind driver, middle bar in top, down bars off rear of cage going through rear fire wall into trunk, must not connect to rear bumper. Tubing must be round and at least 1 1/2-inch in diameter .095 wall minimum thickness. Must have Steel door plate 0.049 minimum thickness covering driver side door bars.

3. ENGINE/MOTOR:

OPTION 1: Stock motor, stock location, stock solid motor mounts in stock location. Must be same make as car.

SIZE OF ENGINE: Max compression 9 to 1

350 GM .060 max

351 Windsor Ford .060 max

360 Chrysler .060 max

Harmonic balancer on GM 8 inch minimum. Stock balancer **ONLY.** No modifications, No lightening (minimum weight 10 pounds, 8 ounces).

HEADS: GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 399892, 3998991, 3998993, 3998997, 3970126. Maximum size valves on these heads are 1.94-inch intake and 1.50-inch exhaust. No performance heads (no double humps, no 292 castings, no LTI, no bowtie, no center bolt valve cover or aftermarket allowed). Porting or polishing, screw in studs with shoulders or guide plates are not permitted. 305 heads on 305 only. No beehive or high-performance valve springs. Ford Stock OEM production heads.

CAMSHAFT: Hydraulic camshaft only, must pull at least 15-inches of vacuum at 1,000 RPM, no tolerance. 430 maximum lift at valve, stock 1.5 ratio rockers only, no tolerance. No roller cams, no roller tip or roller rockers allowed. Stock type lifters, **NO HP.** Must have stock wire clip.

CRANKSHAFT AND RODS: Stock appearing, no lightweight cranks. No H-beam rods. Press fit rods only, 5.7 rod on GM maximum. Aftermarket Eagle, Scat, stock type allowed. 3.48 maximum stroke. No lightening of any kind on crankshaft.

INTAKE MANIFOLD: Stock cast iron, no bowtie, Ford D5 or newer Chrysler no high rise. Intake must be unaltered. Edelbrock intake part numbers 2101 and 2701. Ford 2121 and 2181. Chrysler 2176 and 3776.

CARBEAUTOR: 4412 Holley only 2-barrel, no modifications except jets and choke removed. No modifications to choke tower. Carburetor must have vacuum ports for testing vacuum. Carburetor subject to claim by any driver in A feature in lead lap with winner. Claim

is \$250 outright or \$125 with exchange. Failure to sell forfeits points and finish for the night. No electric fuel pumps, stock man. Pump only. Carburetor spacer must remain same front to back max. 1-inch, no tapered spacers. No Wilson HVH. etc.

IGNITION: Must use a stock distributor and ignition, no MSD/DUI etc. Must use a MSD 8727ct rev box, with a unaltered wiring harness with a 6,200 RPM limit. Ground wire must be secured next to box and by itself visible for inspection.

EXHAUST: Stock cast iron exhaust manifolds (no 2 1/2-inch ram horn, no LT1, no high performance) 2-inch OD pipe, must extend past driver. Headers allowed. Must be 4 into 1 collector, no tri-y or merge collectors. Must be a maximum of 1 5/8-inch tubes, no step headers, maximum 3-inch collectors. Must stay in between frame rails, chassis headers only. No well or fender exit headers. No torque cones. Headers must have maximum 2-inch OD pipe and must extend to behind driver.

PISTONS: Flat top 4- valve relief only. Hypereutectic 4-valve relief.

RADIATOR: Aluminum radiator allowed, aluminum pulleys allowed, and aluminum water pumps allowed.

OPTION 2: GM performance parts factory sealed CT350 engine part number 88958602 or 19258602 are allowed. Must use a gauge legal stock unaltered 500 Holley 4412 2 barrel carburetor. No HP series carburetors allowed. Max of a 1-inch straight bore carburetor spacer, no tapered spacers, must be between carburetor and intake. Must use a MSD 8727CT rev box, with a unaltered wiring harness with a 6,000 RPM limit. Ground wire must be secured next to box and by itself visible for inspection. Must have USRA Seals or IMCA cable-locks. Engine must pull a minimum of 15-inch of vacuum at 1,000 RPM.

4. OIL PANS: Racing style oil pans allowed. Must have 1-inch inspection hole above the oil line on the driver's side. Failure to do so will result in removal of pan for inspection. No aluminum oil pans.

5. TRANSMISSION:

OPTION 1: All forward and reverse gears must be operational, plus a neutral position. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward. OEM production transmissions allowed. No 'in and out' boxes or quick-change devices allowed. Functioning shift levers must be in OEM location. One steel or aluminum OEM style/size flywheel allowed, must be bolted directly to end of crankshaft 10.4-inch minimum clutch stock appearing pressure plate must weigh minimum of 15 pounds. Stock spring type disc, no solid hub, minimum 15 pounds. Must be unaltered 3 or 4 speed in OEM production case. No 5 (or more) speeds allowed. Must have working clutch inside explosion proof steel bell housing with one hole for throw out bearing lever or holes, must be 270 degrees around top of clutch and flywheel area. No mini clutch allowed. No racing clutches. Components must rotate, consistent with engine RPM, while car is in any gear. No Bert, Brinn or Falcon type transmissions allowed.

OPTION 2: Stock automatic transmission with full size working torque converter. No power glides, 3 speed automatics only. No TCI & CNR etc. type torque converters. Mandatory must have approved scatter shield constructed of minimum 0.125-inch by 3-inch steel, 270 degrees around flex plate. Only external lines allowed are for transmission cooler. Claim on torque converters is \$75.

6. REAR END: Stock for car, may be locked. Any gear ratio allowed. Rear trailing arms must be stock. No shortening or lengthening of trailing arms. Pinion angle must remain stock. Leaf spring cars must have plates welded to axle tubes to prevent pinion angle from moving. May use 9-inch Ford or stock rear-end. Trailing arms must remain stock for frame being used and e in stock location on chassis GM to GM, Ford to Ford, etc. 9-inch floaters allowed.

7. SUSPENSION: All components must be stock OEM for make and model no moving brackets or shortening lengths. OEM bushings only. Weight jacks or spring spacers.

Aftermarket upper a-arms will be allowed but must be Speedway Motors part number 910-34393 with the IMCA stickers facing upward. Must be on stock unaltered mounts. This is the only aftermarket a-arms allowed.

8. SPRINGS & SHOCKS: Stock mount, stock appearing racing shocks allowed. No Heim end or adjustable. No take apart shocks (mono tube only). Racing springs allowed. Front-no spring spacers, springs same height. Rear- No spring spacers, springs same height side to side, maximum 14-inches tall.

9. REAR SUSPENSION: No aluminum parts. No Schrader valves or adjustable shocks. Shocks must be all steel. Cannot move spring forward, back or side to side. Must be in stock location. Leaf springs can run lowering blocks but no adjustable lowering blocks. No spring sliders. No split leaf springs must have same number of leafs in front of axle and behind. No slapper type traction devices. No roller bearings. No Heim ends. Must be stock type bushings. (i.e. if it came with a rubber busing with steel insert it must remain that way). Aftermarket stock replacement allowed. No floating bird cages, coil eliminators or any other traction devices allowed. No weight jack bolts. Rear shocks must be in stock type location (if they came in front of the rear end they must remain there). Rear trailing arms no more than 2 7/8-inches from bottom of housing to center of bolt. Same both sides. Upper control arms no more than 2-inches from housing to center of the bolt. Same both sides No adjustment holes allowed on rear end or chassis, must be stock location on chassis. Torque arm cars must use stock type arm, aftermarket replacement allowed, but must match OEM measurements non-adjustable, must use stock type bushing, front mount may be fabricated but cannot be adjustable. Steering quickeners allowed. No quick steer steering boxes.

10. FUEL TANK: Must be fuel cell, mounted in truck. 22 gallon max, at least 2 straps both directions. Must have steel outer can. New style fuel cell or flapper valve update lid (Speedway part number 458-315).

11. TIRES/WHEELS: American Racer G-60 KK704. 8-inch Asphalt take offs minimum 50 compound. Maximum 8-inch steel wheels and 1-inch lug nuts only. Bead locks allowed on right rear only.

12. DRIVESHAFT: Stock length, painted white, no aluminum.

13. BRAKES: Must have 4 wheel working brakes. No shut off valves, bias valves, or aftermarket pedals permitted. Must use OEM type master cylinder. May remove power booster. Pedal must be in stock location. 4 wheel disc brakes allowed. Pedals in stock location, no extensions.

14. WEIGHT: Minimum weight after race, car with driver is 3,000 pounds. Lead weight can be added, must be mounted with a minimum of 2 half-inch bolts on each piece of ballast. Must be painted white with car number on it.

15. SAFETY EQUIPMENT: Fire Extinguisher is required and must be in drivers reach. Snell-rated of SA2010. Must wear full racing suit and gloves. 3-inch safety belts no more than two years old. Window nets and RACEceiver are required. Aluminum racing seat, mounted to cage, securely mounted, stock location with no setbacks.