



2020 Pure Stock Rules

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Quick List 2020 Updates:

No Changes

1 Communications

- 1.1 All competitors must have a working Raceceiver in car radio to compete.

2 Bodies

- 2.1 Minimum 100-inch wheelbase
- 2.2 Any year American made rear wheel drive, front engine production vehicle (Car, Chevy S10, Ford Ranger, or Dodge Dakota Pickup) is allowed.
 - 2.2.1 No sports cars allowed (corvettes, or any fiberglass bodied cars)
 - 2.2.2 No full-size pickups allowed.
- 2.3 All bodies must remain stock appearing in stock location.
- 2.4 Truck beds must be covered with sheet metal and secured in place with quick release pins.
- 2.5 All doors and tailgates must be welded shut.
- 2.6 All frames must remain stock and unaltered.
 - 2.6.1 If rear frame rails are rusted and need repaired, you may cut the frame at a point no farther forward than the vertical center line of the rear end housing and replace them with 2" X 3" .095 rectangular tubing minimum.
- 2.7 1970-1982 Camaro may be used. You must use a 2"X 2" sub-frame connector under the car only to connect front and rear sub-frames. You cannot under sling the rear end of the car. All rear suspension mounting points must remain in stock location.
- 2.8 Bodies and panels must be steel. No aluminum sheeting. This includes hoods and trunks.
 - 2.8.1 **Exception:** Plastic nose piece is allowed. No wedge noses.
- 2.9 Deck lids must be secured using quick release pins. No nuts or bolts.
- 2.10 Side skirts are permitted. Must maintain 5-inches of ground clearance.
- 2.11 All glass, chrome, exterior trim, and fiberglass body parts must be removed.
- 2.12 You may gut the hood, trunk, doors, fenders, and under the fuel cell.
- 2.13 Bumpers must remain stock with no additional bracing.
- 2.14 Radiator may have protection bar. Steering column may be stock or fabricated with removable steering wheel.
- 2.15 Car may be stripped, but must have front and rear fire walls in stock location with all holes patched.
- 2.16 No mirrors.
- 2.17 Must have safety bars or screen over driver side windshield area.
- 2.18 Hood fenders and bumpers required.
- 2.19 Engine hoop and snout bars allowed.
- 2.20 No spoilers or wings.
- 2.21 No enclosed interior.
- 2.22 Must have cable or chain on front and rear of car for towing.
- 2.23 Must be clearly marked on sides and roof with number(s).

3 Cage

- 3.1 Must have at least 3 left side door bars, 2 right side door bars, 4 up right bars, a cross brace behind driver, and a middle bar in the top halo.
- 3.2 Cage must be welded to frame of vehicle.
- 3.3 Down bars off rear of cage going through rear fire wall into trunk ok,
- 3.4 Must not connect to rear bumper.
- 3.5 Tubing must be at least 1.5 inches in diameter, with .095-inch minimum wall thickness.
- 3.6 Driver door bars must be plated with minimum 3/32-Inch steel and the plate must cover door area.

4 General Engine/Motor

- 4.1 Stock motor, in stock location, with stock configuration.
- 4.2 Stock solid motor mounts in stock location. Must be same make as car.
- 4.3 Maximum 360 cubic inches.
- 4.4 Stock compression engines only.



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- 4.5 No stroker engines.
- 4.6 No performance parts.
- 4.7 Stock Balancer Only. No Modifications, No Lightening (Min Weight 10lb 8oz)
 - 4.7.1 Harmonic balancer on GM 8 inch minimum.
- 4.8 **Heads**
 - 4.8.1 Cast iron OEM heads only.
 - 4.8.1.1 No 305 heads on 350, angle plug, TBI, or Vortec Heads.
 - 4.8.2 Screw in studs and guide plates are allowed.
 - 4.8.3 3/8 rocker studs only.
 - 4.8.4 No porting, polishing, bowl cutting, milling, or altering of any kind.
 - 4.8.5 Stock rocker arms or Polly Locks are allowed.
 - 4.8.6 1.5 stock rocker ratio only.
 - 4.8.7 Roller rockers allowed. Must be steel no aluminum.
 - 4.8.8 Must run 0 valve lash.
- 4.9 **Camshaft:**
 - 4.9.1 Hydraulic camshaft only.
 - 4.9.2 Must pull 15 inches of vacuum at 1000 rpm, no tolerance.
 - 4.9.3 450 maximum cam lift.
 - 4.9.4 No Anti-Pump up lifters.
- 4.10 **Crankshaft and Rods**
 - 4.10.1 Stock appearing, no light weight cranks.
 - 4.10.2 Aftermarket (Eagle, Scat, etc) stock type ok.
 - 4.10.3 3.48" maximum stroke.
 - 4.10.4 No lightning of any kind to crankshaft.
- 4.11 **Intake Manifold**
 - 4.11.1 Intakes allowed:
 - 4.11.1.1 Cast iron OEM Quadrajets or 2-Barrel intakes.
 - 4.11.1.2 Part #2101 for SBC
 - 4.11.1.3 Part #2121 for Ford 302
 - 4.11.1.4 Part #2181 for Ford 351
 - 4.11.1.5 Part #2176 for Dodge
 - 4.11.2 No marine or Bowtie intakes.
 - 4.11.3 Intake must be unaltered.
 - 4.11.4 No spacers.
- 4.12 **Carb and Fuel System:**
 - 4.12.1 4412 Holley only. 2bbl, no modifications.
 - 4.12.1.1 **Exception:** Jets and choke removed are allowed. No modifications to choke tower.
 - 4.12.2 Carb must have vacuum ports for testing vacuum.
 - 4.12.3 Carb subject to claim by any driver in A-feature on lead lap.
 - 4.12.4 Carb Claim is \$350 dollars outright or \$250 dollars with exchange.
 - 4.12.4.1 Failure to sell results in forfeit of points and pay for the night, 2 week suspension, and \$450 dollar fine.
 - 4.12.5 No electric fuel pumps. Stock manual pump only mounted to block.
 - 4.12.6 Spacer plate for carb. from intake to carb only
 - 4.12.7 Spacer plate claim is \$40 outright or \$25 with exchange.
 - 4.12.7.1 Failure to sell results in forfeit of points and pay for the night, 2 week suspension, and \$150 dollar fine.
 - 4.12.8 Carb. spacer must remain same front to back
 - 4.12.9 Carb spacer max. 1 inch, no tapered spacers.
- 4.13 **Exhaust**
 - 4.13.1 Cast iron exhaust manifolds.
 - 4.13.2 Under chassis or fender exit headers allowed, must be max 1-5/8".
- 4.14 **Pistons**
 - 4.14.1 Flat top or dish pistons only



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- 4.14.2 2 or 4 valve relief.
- 4.14.3 Hypereutectic 4 valve relief ok.
- 4.14.4 No high performance. (No JE, Ross, etc.)

4.15 Cooling System

- 4.15.1 Aluminum radiator ok.
- 4.15.2 Aluminum pulleys ok.
- 4.15.3 Aluminum water pumps ok.

4.16 Oil Pans

- 4.16.1 Racing style oil pans allowed.
- 4.16.2 No aluminum oil pans.
- 4.16.3 Recommended to have 1" inspection hole above the oil line on the driver's side.
 - 4.16.3.1 Failure to do so will result in removal of pan for tech. inspection.

5 Transmission

- 5.1 Transmission must remain completely stock.
- 5.2 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.
- 5.3 Only OEM production transmissions allowed. No 'in and out' boxes or quick-change devices.
- 5.4 Must be unaltered three or four speed in OEM production case. No five (or more) speeds allowed.
- 5.5 Must have working clutch inside explosion-proof steel bell housing that covers 270 degrees around top of clutch and flywheel area.
- 5.6 No racing clutches allowed.
- 5.7 10.5" replacement clutch ok.
- 5.8 Automatic Transmissions allowed.
 - 5.8.1 Stock automatic transmission must have all working gears.
 - 5.8.2 Must use OEM style torque convertor.
 - 5.8.2.1 Minimum 10.5" converter.
 - 5.8.3 3 speed automatics only.
 - 5.8.4 Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flex plate.
 - 5.8.5 Only external lines allowed are for transmission cooler.

6 Rear Ends

- 6.1 Stock for car or 9" Ford. 9" Floaters are allowed.
 - 6.1.1 Suspension mounts must match OEM rear end.
 - 6.1.2 All mounts must be level left to right.
 - 6.1.3 Upper mounts cannot be more than 3" from center of bolt to top of housing.
 - 6.1.4 Lower Mounts cannot be more than 3" from center of bolt to bottom of housing.
- 6.2 Gears may be locked. No limited slip. Spools are ok.
- 6.3 Any gear ratio allowed.
- 6.4 Rear trailing arms must be stock.
 - 6.4.1 No shortening or lengthening of trailing arms.
- 6.5 Pinion angle must remain stock.
- 6.6 Leaf spring cars must have plates welded to axle tubes to prevent pinion angle from moving.
- 6.7 Trailing arms must remain stock for frame being used and be in stock location on chassis
 - 6.7.1 GM to GM, Ford to Ford, etc.

7 Steering

- 7.1 Steering column in stock location.
- 7.2 Quick release steering wheel is ok.

8 Suspension

- 8.1 All components must be stock OEM for make and model.
- 8.2 No coil over suspensions allowed.
- 8.3 No moving brackets or shortening lengths.



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- 8.4 OEM bushings only.
- 8.5 No weight jacks or weight jacking devices.
- 8.6 No adjustable lowering blocks.
- 8.7 No aluminum parts.
- 8.8 Leaf springs can run lowering blocks but no adjustable lowering blocks.
- 8.9 Torque arm cars must use stock type arm, aftermarket replacement ok but must match OEM measurements non-adjustable, must use stock type bushing, front mount may be fabricated but cannot be adjustable.
- 8.10 If you use a sway bar, it must remain stock; bolts and spacers must also remain stock length.

9 Shocks

- 9.1 Shocks must be all steel.
- 9.2 Stock mount/Stock Appearing racing shocks allowed.
- 9.3 No heim end or adjustable shocks.
- 9.4 Mono tube only. No Schrader-valves or adjustable shocks, no gas reservoir shocks, no take apart shocks.
- 9.5 One shock per wheel.

10 Springs

- 10.1 Racing springs allowed.
- 10.2 Must mount in stock location.
- 10.3 Front - No spring spacers, springs same height side to side.
- 10.4 Rear – Max 16” spring, no spring spacers, no spring rubbers, springs same height side to side.

11 Weight

- 11.1 Weight of car and driver must be 3200 pounds after race on Monett Motor Speedway, LLC scales.
- 11.2 Any weight added that is over 25-pounds must be secured by a minimum of two ½” bolts.
- 11.3 Any weight added that is less than 25 pounds must be secured by a minimum of one 1/2” bolt.
- 11.4 No weights may be mounted high on the roll cage or inside the cockpit.

12 Batteries

- 12.1 Batteries may be moved and must be securely mounted.
- 12.2 In in driver’s compartment the battery must be fully encased in battery box.
- 12.3 One (1) mandatory battery disconnect switch must be installed behind the driver seat, in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in line with the negative battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or “ground” wiring connections must not be made anywhere from the battery negative terminal except to the input side of the disconnect switch. An additional battery disconnect switch within the driver’s reach may also be installed.

13 Ignition

- 13.1 Must be stock HEI or OEM point distributor only with one 12-volt coil.
- 13.2 No MSD, Accel, or other performance parts.
- 13.3 No timing retard, voltage reduction, or traction control devices of any kind allowed.

14 Fuel Cell and Lines

- 14.1 Must use New Style Fuel Cell or Flapper Valve Update Lid (Speedway Part Number 458-315)
- 14.2 Must use racing fuel cell with steel outer can.
- 14.3 Must be mounted in trunk or bed area securely with at least 2 straps both directions.
 - 14.3.1 Truck fuel cell may be no closer than 18” to the tailgate.
 - 14.3.2 Truck may cut the bed floor to mount the fuel cell.
- 14.4 22 gallon max.
- 14.5 Fuel cell must set no lower than bottom of frame rail.
- 14.6 All fuel lines must be routed so they are kept above the bottom of the frame rails at all times.
- 14.7 Fuel pressure gauge lines may not enter driver’s compartment.



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15 Tires

- 15.1 Tires allowed include:
 - 15.1.1 Stock street tires, DOT, no all-terrain tires.
 - 15.1.2 Hoosier 970, Hoosier 800, or Hoosier 880.
 - 15.1.3 8 inch asphalt take-offs.
- 15.2 Maximum 8" tread width.
- 15.3 You may groove, sipe, and grind tires.

16 Wheels

- 16.1 8 inch max width.
- 16.2 Steel wheels only.
- 16.3 Bead lock allowed on right rear.
- 16.4 Must have minimum 1" lug nuts.
- 16.5 No bleeder valves allowed.

17 Driveshaft

- 17.1 Stock length, painted white, no aluminum.
- 17.2 A Drive shaft loop is required and must be fabricated from a minimum of ¼" x 2" steel strap. Maximum 6" from back of tranny.
- 17.3 Max pinion angle of 4 degrees.

18 Brakes

- 18.1 Must have 4 wheel working brakes.
- 18.2 No shut off valves or aftermarket pedals permitted.
- 18.3 Brake bias allowed, front to rear only.
- 18.4 Must use OEM type master cylinder with cylinder and pedal in stock location and mount to firewall.
- 18.5 May remove power booster.
- 18.6 OEM or disc brakes.

19 Fire Extinguisher

- 19.1 A fire extinguisher is required and must be within drivers reach.

20 Uniform

- 20.1 Driver must wear full racing suit, gloves, socks, and shoes with minimum SFI Spec 3.2A/1 rating.

21 Helmet

- 21.1 Driver must wear a helmet certified to Snell SA2005, SA2010, SA2015, or superior.

22 Harness

- 22.1 A 5, 6, or 7 point racing harness with minimum SFI Spec 16.1 is required.
- 22.2 3 inch belts, 2 years old max.
- 22.3 Safety harness must be bolted to cage with minimum of 3/8" grade eight bolts and lock nuts.

23 Seat

- 23.1 Aluminum racing seat is required
- 23.2 Must be securely mounted to cage in stock location.
- 23.3 Must be mounted to cage with minimum 3/8" grade eight bolts with flat washers top and bottom of bolts and with lock nuts.

24 Window Net

- 24.1 Window nets are required and must be mounted in accordance with the manufacturer's instructions.

25 Miscellaneous

- 25.1 This is a stock class, no high performance parts.
- 25.2 If you think it is a grey area ask track or tech before doing it.
- 25.3 Cars will be inspected by tracks interpretation of the rules.
- 25.4 One driver per car. Points are awarded to the driver not the car. If someone else is driving your car it is your responsibility to let the track know.
- 25.5 Any driver of this class can protest any top 5 car.



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- 25.5.1 Protest fee is \$200 cash presented to the tech man immediately following the feature finish.
- 25.5.2 If driver and car are found to be illegal, \$150 will be returned to the protester.
- 25.5.3 If driver and car are found to be legal, \$150 will go to the driver of the car that was checked.
- 25.6 After 3 wins full tear down may be asked of any participating car. This tear down is done by the car's crew for tech officials to inspect.

These rules are interpreted by the Race Track and the Tech Officials, not the Drivers. If it doesn't say you can't it doesn't mean you can. Track has option to enforce these rules by any means possible. Disqualification, loss of pay, loss of points, fines, suspensions and/or other actions may be enforced if your race car is found illegal.