

2025 PURE STOCK RULES

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 all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES and REGULATIONS. They are a guide and are in no way a guarantee against injury or death to a participant, spectator, or official. Harris Speedway retains the right to make all decisions and reserves the right to make any rule changes/amendments with dispute or appeal.

ALL VEHICLES, COMPETITORS, AND TEAMS SUBJECT TO HARRIS GENERAL RULES AVAILABLE AT THIS LINK:

www.harrisspeedway.com

1. GENERAL

1.1- STOCK UNLESS OTHERWISE STATED

1.2 - Tech man has right to check this every week

1.3 - No nitrous or traction control

1.4 - May run engine fan, no electric fan

1.5- May run air breather, aftermarket ok. Cannot protrude through hood. No air box.

1.6 - 7" by 14" or 15" stock and racing wheels ok

- wheels must be the same size, no more than 1" offset.

- may run beadlocks on right side

- battle bands allowed on stock wheels only.

- mud covers ok

- no spacers

1.7 - Tires - any 70, 75, or 78 series street legal D.O.T. Tires

- doesn't have to be same size

- no dot racing tires

- no truck, mud grips, high performance, directional, special order, snow, trick, gumball, fancy, or exotic tires of any kind

1.8 - Large 1" lugnuts are ok

1.9 - Battery may be moved to inside driver's compartment but must be enclosed and securely mounted

2.0 - All vehicles must have seamless tubing 4-point roll cage with X braced hoop behind driver and a minimum of three door bars with vertical bracing from

top to bottom. Where bars connect to frame must be a minimum 1/4-inch steel plate welded to frame in a secure and safe manner. Main components of 4-point cage and driver's door bars must be at minimum 1.5"x.095" tubing.

- 2.1 - May run bars to radiator cradle, with one loop in front. (no kickers to bumper)
- 2.2 - May run bars to back but no bumper bars protruding outside
- 2.3 - Fuel cell mandatory with 22 gallon max, must be mounted securely inside of trunk with steel firewall between driver and fuel cell - hole in trunk may have 3" clearance cut around cell
- 2.4 - Front fender wells may be removed
- 2.5 - No lead or any weight may be added to car
- 2.6 - Exhaust manifold must be stock GM stamped cast iron. Pipe must be straight and same size as collector.
 - no center dump manifolds.
 - no x, h, or y pipes.
- 2.7 - Aluminum radiator ok
- 2.8 - Radiator cradle may be replaced with 1" square tubing or smaller. bottom and sides must be inside of frame rails, top may go from fender to fender.
- 2.9 - No gutting of hood (may make clearance for radiator cap)
- 3.0 - Cars must have number on sides and top and able to be read by score tower
- 3.1 - Stock brakes
- 3.2 - Ford solenoid ok
- 3.3 - Radiator, and fan shroud can be made from aluminum
- 3.4 - Aftermarket fuel pump, alternator, starter, and power steering ok
- 3.5 - Polyurethane bushings allowed

2. BODY - *visual protest only*

- 1.1 - Stock unless otherwise stated
- 1.2 - 1968 or newer American made car
- 1.3 - Complete stock body must be retained. Can cut 2" below factory crease to replace body panels, must be 20 gage steel and look stock
- 1.4 - May use steel doors but must look stock and I do mean stock 20 gauge steel
- 1.5 - May run rubber nose - top and bottom OK
- 1.6 - May replace stock bumper with tubing, 1 3/4" .095 or smaller (corners must be tuned with no sharp edges (NO kickers or supports)
- 1.7 - No cutting, chopping, channeling, shortening
- 1.8 - Hood hinges may be removed
- 1.9 - All chrome, plastic and glass must be removed
- 2.0 - Steering column can remain stock, or replace with rod, may use quick release steering wheel
- 2.1 - All firewall holes must be covered
- 2.2 - Must have stock firewall in original location
- 2.3 - May replace dash with sheet metal
- 2.4 - Throttle rod and racing gas pedal may be used

2.5 - May use hood pins

3. WHEELBASE / FRAME

1.1- Stock only

4. ENGINE - BOTTOM END

1.1 - Engine must be strictly stock for that make and model and in original mounts

-NO MORE THAN 358 cubic inch

-no high performance engines

1.2 - Repaired engine parts must be approved by tech.

1.3 - ARP rod bolts ok

1.4 - Stock type oil pans only, no baffles

1.5 - 1-piece rear seal block ok

1.6 - .060 over bore max.

1.7 - Stock blocks only

1.8 - Must be stock replacement low compression piston

-Speedpro H423 ncp/dcp, Mahle 224-3543, Silv-o-lite 1476hc replacement piston ok

-No flat top 4 eyebrow piston - must be dished

-No cutting tops of pistons

-Pistons must be at least .009" in block

1.9 - No bottoming of lifters

2.0 - Stock crankshaft

2.1 - No knife edging or lightening, etc

2.2 - Cast crank must weigh 48 lbs.

2.3 - No coated or narrowed bushings

2.4 - No stroking or de-stroking

2.5 - No balancing

2.6 - Journals may be turned no more than .060"

2.7 - Rod width may not be less than .940

2.8 - Stock timing chain gear set only no offset keyways

2.9 - No offset woodruff keyways

3.0 - Balancer 6 3/4 by 1" no machining

5. HEADS

1.1 - Open chamber heads only (no high performance)

1.2 - Heads can't vary more than 4cc's from stock, min of 72cc

1.3 - No angle milling

1.4 - Stock size of valve for make and model

1.5 - No under-cut or cutting of valves

1.6 - Valve springs can be z28 springs

1.7 - Shims can be used under valve springs with a limit of .60 per spring

-may use off set locks but not with shims

1.8 - Any stock steel replacement retainers or equivalent or

heavier than stock · rocker arms must be stock

- 1.9 - No porting or polishing
- 2.0 - Steel valves only
- 2.1 - Stock stem diameter
- 2.2 - No cutting under 45
 - no competition valve job
 - no 3 angle valve jobs allowed
- 2.3 - Poly locks allowed

6. INTAKES

- 1.1 - Stock cast iron
- 1.2 - No Holley pattern factory intakes
- 1.3 - Aluminum intakes on factory original cars must remain unpainted
 - Can block off exhaust gas crossover

7. CARBURETOR

- 1.1 - must be stock 4 barrel or 2 barrel with IMCA adaptor (part #135302G)
- 1.2 - No modifications except choke flap removal
- 1.3 - No removal of choke horn
- 1.4 - No spacer of any kind 1/4 inch gasket only

8. CAM

- 1.1 - Stock timing chain only
- 1.2 - Cloyes C-3023X adjustable timing chain is permissible
- 1.3 - .390 - .410 lift
- 1.4 - 112 lobe separation +/- 1 degree
- 1.5 - Advancing or retarding the cam in car with adjustable timing ok
 - cloyes C-3023X only
 - no cam buttons
- 1.6 - Stock cam or stock replacement cam only
- 1.7 - Duration for intake + a 2 degrees variance
- 1.8 - .006 - 256 degrees
- 1.9 - .050 - 195 degrees
- 2.0 - .200 - 95 degrees
- 2.1 - Duration for exhaust + a 2 degrees variance
- 2.2 - .006 - 261 degrees
- 2.3 - .050 - 202 degrees
- 2.4 - .200 - 106 degrees
- 2.5 - All Cams must meet above specifications
- 2.6 - Must have 18" vacuum at 1000 rpm
- 2.7 - Hydraulic cam and lifters only

9. TRANSMISSIONS

- 1.1 - Automatic transmission torque converter stock type and 11" minimum · may have a cooler mounted in the driver's compartment · automatic transmission only - no power glide
- 1.2 - May run an aftermarket shifter.

10. DRIVE SHAFT

- 1.1 - has to be stock for model of car
- 1.2 - No carbon fiber
- 1.3 - A "U" or square type safety loop on front of drive shaft assembly is required

11. IGNITION

- 1.1 - Stock type ignition
- 1.2 - Stock type distributor only
- 1.3 - No high performance distributors or high performance parts · no altering firing order
- 1.4 - Aftermarket plug wires ok

12. REAR ENDS

- 1.1 - NO SWAY BARS ON REAR END
- 1.2 - Must be stock for make and model
- 1.3 - May weld spider gears.
 - May use 4 piece MINI spool locker
- 1.4 - Positraction rear is permissible
- 1.5 - Shocks must be in stock location
- 1.6 - No lightening of any parts
- 1.7 - All components must be made of steel

13. SUSPENSION

- 1.1 - NO SWAY BARS ON REAR END
- 1.2 - Shocks must be O.E. or O.E. replacement type only, no improved performance shock of any type including but not limited to Bilstein, QA1, etc. No modifications to shocks whatsoever including painting. Shocks must have visible manufacturer part number or identifying manufacturer mark.
- 1.3 - Rear springs must be identical.
- 1.4 - Front springs must be stock, identical side to side, with 1/2" tolerance allowed on overall uncompressed height between the 2 sides.

PROTEST AND CLAIM RULE

BOTTOM END PROTEST \$600,
-Acceptance fee \$200,
-Track retains \$200.

PROTEST ANY 3 ITEMS - \$300
-acceptance fee - \$100

PROTEST CAM \$300
-acceptance fee - \$100
-track retains \$100

VISUAL PROTEST - \$25 (under hood and trunk allowed)
-must be done 30 mins before event

CLAIMER ON HEADS - \$750, intake - \$100.
- competitor being claimed may back buy, heads - \$600 intake - \$75
- track retains \$50

CLAIMER RULE ON TRANSMISSION & TORQUE CONVERTER - \$900
- competitor being claimed may back buy, - \$700
- track retains \$50
- can use transmission for one of the three protested items but it is a visual inspection only to check for type, will not be removed from car

CLAIMER ON SHOCKS - \$50 per corner.
- competitor being claimed may back buy, - \$40 per corner

Looking for small or unimportant errors or faults will not be tolerated or allowed. We are aware that this rule book may not cover every situation or issue. Officials have final say on ALL protested or claimed item issues.