



## 2025 Pure Stock Rules

THE 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 THE CONDITION OF SPEEDWAY EVENTS AND, BY PARTICIPATING IN THESE EVENTS, ALL COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

THIS CLASS IS INTENDED TO BE AN ENTRY LEVEL DIVISION, AS SUCH EFFORTS ARE BEING MADE TO KEEP IT AS AFFORDABLE AS IS REASONABLY POSSIBLE. ***IF THE RULE BOOK DOESN'T SAY YOU CAN, THEN ASSUME THAT YOU CAN NOT.*** AS ALL RULES ARE INTERPRETED DIFFERENTLY BY DIFFERENT PEOPLE, IF YOU HAVE A RULE QUESTION, ASK AN OFFICIAL. IGNORANCE OF THE RULES WILL NOT BE ALLOWED AS AN EXCUSE.

Significant and/or material changes from the 2024 Pure Stock rules are underlined and highlighted in red. Changes made for grammatical purposes or to improve clarity are not highlighted.

All cars must have a minimum wheelbase of 100 inches. Front-wheel-drive and fuel-injection are permitted.

All roofs, rear quarter panels, doors, and front fenders must be factory stock or OEM replacement steel body parts (no aluminum or plastic bodies). Also, floor pans and firewalls must be OEM or steel in stock location. The hood and trunk lid can be fabricated from steel or aluminum. The nose and tail can be market plastic replicas. All cars must have a minimum ground clearance of six inches before and after races.

All motors and carburetors must remain factory stock. All cars are permitted to utilize 4-, 6- or 8-cylinder engines including big blocks. Alternators, power steering pumps, etc. must remain in factory positions. Performance enhancing components are not allowed. Engines must be vacuum-pumped and measure no less than 14 inches of vacuum at 900 RPM. Must have a 3/16-inch port in the intake manifold to hook up vacuum gauge.

All 8-cylinder cars must have a 6,200 rev limiter device, 6,000 on LS and must weigh a minimum of 3,000 lbs., including driver after the race. Must run factory cylinder heads (no aftermarket race heads allowed). Must run flat top or dished pistons. Must have a cranking compression no higher than 150 PSI (5% error allowed). Must run factory-style stamped steel rocker arms (roller tip or aluminum rockers are not allowed). The LS 5.3-liter engine is permitted with 525 camshaft, MSD 6014 ignition box, 4412 carburetor, stock rockers, and cathedral port heads only. Electric fuel pump is permitted with a pressure switch and an inertia switch installed. The 602 Crate/CT350 will be the only Crate engine allowed.

All 6-cylinder cars must weigh a minimum of 2,800 lbs., including driver after the race. Must run factory cylinder heads (no aftermarket race heads allowed). Must run flat top or dished pistons. Must have a cranking compression no higher than 160 PSI (5% error allowed). Must run factory-style stamped steel rocker arms (roller tip or aluminum rocker are not allowed).

Any safely built 4-cylinder car is permitted with no weight or rev-limiting rule.

All cars running a carburetor must have the OEM factory two-barrel, an untouched 4412 or a stock Rochester two-barrel. Aluminum intake is permitted (USRA-legal intake is recommended). High-rise Victor or equivalent is not allowed. Fuel injection systems must be the factory stock system that the car was equipped with.

Steering quickener is permitted.

Stock size clutches and stock size and weight torque converter and transmission is required (no multidisc clutches or Falcon, Brinn, etc. race transmissions) .

The front upper A-arms can be modified, or aftermarket upper A-arms are allowed for camber adjustments. All other front and rear suspension components must be stock, in the stock location, and non-adjustable. No rear-steer setups allowed. Suspension components can be gusseted to increase strength. No weight jackers, adjustable coil-over shocks, or struts allowed. If weight jackers are installed on the car, they must be welded so no adjustment is possible. Shocks and struts must be steel, non-rebuildable, with a cost no greater than \$150 and may be claimed by the track at any time. Any spring, torsion bar, or leaf spring is allowed. The rear end can be replaced with a 'floater' rear end as long as all suspension points are in the original positions the vehicle came with. Axles, wheel studs, and brakes can be upgraded.

All cars must have a roll bar and two (2) kickers extending from the top of the roll bar back to the back seat/trunk area made up of 1-3/4-inch tubing with no less than 0.095-inch wall thickness. Absolutely no square tubing, galvanized pipe or black pipe is allowed. Roll bars and kickers must be welded or bolted to the frame or floorboard using 1/8-inch by 4-inch by 4-inch steel plate minimum. A four-point cage is recommended.

Six ½-inch bars running from the top of the windshield to the bottom of the windshield with a screen covering the windshield area is required. Bars must be solid. No hollow tubing is allowed. A racing window net is required for both the driver and passenger.

All glass, mirrors, interior, sharp objects, lights and chrome must be removed. Gutting of the doors is not allowed except for clearance for door bars. If you choose to add door bars, it is required that you have at least (3) door bars.

All doors must be welded shut. A 2-inch by 1/8-inch strap across the doors is required and must start at the back of the front fender wheel opening and then back to the front of the rear quarter panel wheel opening. If a "rub bar" is used it must be 2-inch by 1-inch channel or rectangular box tubing with the ends angled to the body to prevent hanging up on other cars. The attachment bolts must be rounded head carriage bolts or recessed flat as to not protrude from the "rub bar".

Racing seats and seat belts are required.

Front and rear bumpers must have a minimum 2-inch by 1/8-inch by 8-inch strap connecting them to the fender and quarter panels to avoid hang-ups on other cars. A looped chain must be bolted to the front and rear bumper so wreckers will be able to hook up and pick up cars needing to be towed to the pits or loaded on trailers.

Absolutely no hood scoops.

Shocks can cost no more than \$150.00 retail, and can be claimed for \$150.00 after race.

Wheels with a 8-inch maximum width and tires with a 9-inch maximum thread width are permitted.

There are two exhaust pipe options, (1) you can run mufflers. Or (2) no mufflers are required if the car is equipped with at least 3 foot exhaust pipes facing rearward.

Batteries must be securely anchored.

Drivers and passenger are required to have a minimum DOT-rated helmet, single-layer fire suit, and fire-proof racing style gloves.

Only one passenger over the age of 16 years old is permitted.

RACEceivers and transponders are required.

Mirrors or cameras of any kind are not allowed.

Rookies will start in the back of heats and mains, and continue with rookie status until told differently or after five (5) completed events.

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