



SEEKONK 2026 PURE STOCK DIVISION RULES

SECTION 1 – CLASS INTENT

- 1.1 The Pure Stock Division is a low-cost, entry-level racing class.
- 1.2 Cars must remain stock-appearing with minimal modifications.
- 1.3 Speedway management has full authority overrule interpretation.
- 1.4 Teams must consult tech officials when uncertain.

SECTION 2 – DRIVER ELIGIBILITY

- 2.1 Intended for drivers with little/no racing experience.
- 2.2 Top-10 finishers in any higher division (past/present) may not register.
- 2.3 Excessively experienced drivers may be ruled ineligible.
- 2.4 Appeals allowed through the Competition Director.
- 2.5 Minimum age: 14 (13 for qualified Bandolero graduates).
- 2.6 Minors require signatures from both parents.
- 2.7 Drivers may race in only one Friday division.
- 2.8 Drivers may enter up to 3 events in a higher division.

SECTION 3 – EVENTS

- 3.1 Pure Stocks run on select Fast Friday dates.
- 3.2 Practice is held before each event.
- 3.3 Qualifying by lap times in final practice. Invert lineup.
- 3.4 Trophy-only division; points awarded for championship.
- 3.5 Top 10 in points recognized at banquet.
- 3.6 Scanners mandatory; no two-way radios. Frequency 464.500.

SECTION 4 – HANDICAP SYSTEM

- 4.1 Handicap system presented at season start.
- 4.2 Weight will be added after 2nd feature win: Add 25 lbs.
- 4.3 Each win thereafter: Add 15 lbs.
- 4.4 *Weight will be added to the cars winning post-race weight.**
- 4.5 Playoffs (Sept): weight locked in, no weight added.

SECTION 5 – SAFETY EQUIPMENT

- 5.1 SFI fire suit required.
- 5.2 SFI gloves and shoes required.
- 5.3 SNELL SA2015+ full-face helmet mandatory. Eye protection must be used.
- 5.4 5-point harness (3" belts); must not be older than 2021 unless tagged.
- 5.5 Y-type harness prohibited.
- 5.6 Aluminum racing seat required.
- 5.7 SFI window net required; bottom hinged, top quick-release.

SECTION 6 – LETTERING & NUMBERS

- 6.1 Numbers: 18" tall x 3" wide on both sides and roof.
- 6.2 3" windshield number required.
- 6.3 Only Speedway-issued two-digit numbers allowed.

SECTION 7 – RESTRICTION FROM COMPETITION

- 7.1 Cars/drivers failing eligibility cannot race.
- 7.2 Teams responsible for compliance before inspection.

SECTION 8 – GENERAL STOCK RULE

- 8.1 “Stock/OEM” includes aftermarket parts matching OEM specs to make, model and year.
- 8.2 No alterations unless explicitly allowed and written in rules.
- 8.3 If rulebook does not allow a modification, it is prohibited.

SECTION 9 – CHASSIS, BODY & WEIGHT

9.1 Eligible Models:

- 1975–1992 American V8 hardtops, MIN-101" wheelbase, RWD only.
- No trucks, Mustangs, convertibles, sub-compacts, mid-engine, or 2-seat sports cars.

9.2 Chassis:

No X-bracing or boxing underside of chassis. 8" section maybe plated to jack car.

- Uni-body chassis may not connect the front to rear sub frames.

- No alerting of chassis unless written in rules permitted.

9.3 Body:

- Stock to make/model/year; no chopping or sectioning.

- Doors must be welded/bolted shut.

- *Original panels, Quarters, Doors and fenders ONLY may be gutted from inner supports and/or replaced with same style aftermarket steel panels. Roof must remain stock and no gutting permitted down to top of quarter panels.

- * Hood/trunk must remain STOCK and be secured with pins. Gutting permitted. Hinges can be removed.

- Stock bumpers required or aftermarket plastic nose permitted. No Dominator covers.

- *Bumper covers must meet same location as height, width, and depth as stock.

- *Trunk floor may be removed.

- Mandatory towing hoops front and rear. Need to be clearly accessible to wreckers.

- No steel rub rails. Only polycarbonates are permitted.

- Front valance panel (radiator support) may be removed/replaced with a fabricated structure, supports may not extend past front suspension.

9.4 Spoiler:

- Stock spoiler permitted to make/model of car or a clear Lexan spoiler that is Max. 4" in height and does not travel past outer edges of body. Base may not extend past truck deck. Mounting brackets must be from back side with no panels on front side of spoiler. Min of 2" of spoiler to be Lexan.

9.5 *Weight:

- Post-race minimum: Right side weight 1500 lbs. with driver.

- Lead: minimum 5 lbs. white-painted with car number.

- Uni-body weight only along rocker panels with 3/16" plates on back sides. 7/8 bolts.

- Lost weight cannot be replaced after race.

SEE diagram in rules for weight placement

SECTION 10 – INTERIOR & CONTROLS

- 10.1 All glass/upholstery removed; windshield replaced with 1/8" polycarbonate.

- 10.2 Dashboard must be full fabricated replacement if stock removed.

10.3 Steering column may be replaced; quick-release wheel with padded center required.

10.4 One mirror (left side only), max 4", must not extend outside body.

10.5 *One (1) center mirror permitted must be one panel type only.

SECTION 11 – BATTERY

11.1 Battery may remain in engine compartment.

11.2 May be relocated within engine area.

11.3 Mandatory battery master switch:

- Right side of driver, reachable by safety crew.

- Clearly marked ON/OFF.

***Option: Battery May be placed behind driver outside roll cage in a surrounding case with cover. Securely mounted to floor. Tech approval.**

SECTION 12 – FUEL SYSTEM

12.1 Stock tanks prohibited; 22-gal max racing fuel cell required.

12.2 Cell must be centered between frame rails in trunk.

12.3 Bottom of fuel cell must be above top of chassis.

12.3 17+ gallon cells must be in steel container (22-gauge).

12.4 Two 1/8" x 1" straps required; attach to support tubing, not floor.

12.5 Mandatory check valve and safety valve (OBERG SV-0828 or SRI FPF-FSV).

12.6 Steel rear firewall required, Min gauge .031".

12.7 Fuel lines must run under car only.

SECTION 13 – ROLL CAGE

13.1 Minimum tubing: 1 $\frac{3}{4}$ " x .090" seamless steel or DOM tubing. No offset cages.

13.2 Main hoop to roof, down both sides, and tied into frame. 13.3 Drivers seat must not be further back than door trailing edge. No setback cages.

13.3 Roll gages must connect directly to Full frame chassis. Roll gage must be standing straight.

13.4 Uni-body cars must connect to extended 2x3 tubing from front sub-frame for A- post mounts and plates to floor for rear B-post mounts. NO

13.5 Minimum door bars. Drivers: 4-door bars. Right: 3-door bars.

13.6 Bars may extend forward but not past rear of front tires.

13.7 Vertical door bar in line with driver required in window area.

Vent window door bars required connecting top door bar to A-posts.

13.8 Roll cage bars may not extend past rear firewall into trunk

13.9 Top halo center bar required.

13.10 Center bar in windshield recommended (Petty Bar)

13.

- 13.11 No part of the roll cage may extend underneath the floor.
- 13.12 All bars in contact with drivers must be padded.
- 13.14 Cage must pass technical inspection. Welds must be complete and clean.

Picture of Basic Roll Gage Accepted



SECTION 14 – ENGINE

- 14.1 Engines must retain OEM cast numbers (1970+).
- 14.2 Max overbore: .030".
- 14.3 Allowed sizes:
 - GM 305/350
 - Ford 302/351
 - Chrysler 318/360
- 14.4 All rebuilding must use OEM or direct replacement parts.
- 14.5 Only standard engine balancing is permitted.
- 14.6 Stock harmonic balancer min 8". No light weights.
- 14.7 No marine parts.
- 14.8 Aftermarket starters permitted (no reduction types).
- 14.9 Oil pans must be stock-appearing with 1" inspection plug.
- 14.10 Engines must remain stock to height and location. Solid mounts permitted.
- 14.11 AC & emission pumps may be removed.
- 14.12 After-market steel belt pulleys permitted.
- 14.13 Alternator must be stock type.
- 14.4 Power Steering pump may be replaced with Speedway Motors P/N 91032912 cast iron pump w/ aluminum pulley.

SECTION 15 – CYLINDER HEADS

- 15.1 Stock cast iron only; Max, valve size 1.94"/1.50".
- 15.2 No Vortec, Magnum, or SVO heads.
- 15.3 Approved aftermarket heads. Max -valve-1.94in/1.50ex. Max 165cc runners.
 - Dart-10024361
 - GM-93438648
 - Engine Quest-CH3501
 - RHS-12400
- 15.4 No porting/polishing/grinding. Must remain in "as cast" configuration.
No valve cuts allowed above bottom of valve guide.
- 15.5 Valve springs must be single coil with steel retainers.
- 15.6 Poly locks permitted.
- 15.7 After-market steel or cast aluminum valve covers w/breathers permitted.
- 15.6 Max compression: 9.5:1.

SECTION 16 – CAMSHAFT

- 16.1 Hydraulic cam only.
- 16.2 Max lift:
 - GM: .410
 - Ford/Chrysler: .465
- 16.3 Stock rocker ratio required.

SECTION 17 – CARBURETOR & INTAKE

- 17.1 Stock cast-iron 2bbl intake only; no high-rise/marine. No modifications.
- 17.2 Stock 2bbl carb only; no modifications except jets & choke removal.
 - GM-Rochester.
 - Ford-Motorcraft.
 - Chrysler-Carter.
- No throttle cables. Must use rods. 2 springs required for return.
- 17.3 No carburetor spacers allowed. Bolt directly to intake. Standard gaskets.
- 17.4 Stock type one piece fuel pumps only.
- 17.4 Air filter max height 3". Only steel or aluminum air cleaner housings. No air flow devices inside/outside air cleaner.
- 17.5 Fuel: Retail sold 87–93 octane with 7–10% ethanol only. No E85. No mixing.

SECTION 18 – IGNITION

- 18.1 Stock HEI ignition systems. No billet housing.
- 18.2 Modules must be stock appearing.
- 18.3 Advance springs may be changed.
- 18.4 Any spark plugs & wires permitted.
- 18.5 MSD Rev Control P/N 8728 mandatory.
- 18.6 Only 4800 RPM chip allowed.
- 18.7 Must be mounted on right side of dash, chip facing away from driver.

***If drivers are found to have tampered with chip rules to increase RPM limit they will be stripped off all points and suspended for 3 weeks of racing.**

SECTION 19 – TRANSMISSION

- 19.1 Must match make/model. No modifications.
- 19.2 Automatics: TH350, C4, C6, TF727, TF904; min 11" converter. May not be locked.
- 19.3 Manuals: Cast Iron 3-speed only. All gears must be in working order. No modifications.
- 19.4 Car with manual trans – must use stock linkages to operate. No hydraulics.
- 19.5 After-market shifter permitted. All linkages must be covered.
- 19.6 Manual transmission cars require full steel blow shield.
- 19.7 Minimum weight of flywheel & clutch assembly 46 lbs.
- 19.7 After-market steel cross members permitted must bolt into stock location.

SECTION 20 – REAR END

- 20.1 Stock for make/model/year. No independent rear ends.
- 20.2 Must remain OPEN differential.
- 20.3 No posi, locker, limited slip, welding, or shimming. Wheels must turn freely.
- 20.4 Driveshaft must be stock, painted white.
- 20.5 Two steel driveshaft hoops. Steel Min - 1" x 1/8" required 12" from each yoke.
- 20.6 Gear ratio: 3.08 ONLY.

SECTION 21 – EXHAUST

- 21.1 Cast iron STOCK manifolds only. No center dump. No modifications.
- 21.2 Max pipe size 2 $\frac{1}{4}$ "–2 $\frac{3}{8}$ ". No cross over pipes.
- 21.4 Exhaust must exit past driver under car or to side.
- 21.5 Two mufflers required.

SECTION 22 – COOLING

- 22.1 Radiator may be changed.
- 22.2 Electric fans permitted.
- 22.3 Water only; no anti-freeze. No silicone base additives.
- 22.4 Overflow tank required.

SECTION 23 – SUSPENSION

- 23.1 Must remain stock to make/model/year.
- 23.2 No suspension hold-downs that bind suspension on track.
- 23.3 Rear coil springs must have one pig-tail end.
- 23.4 Coil spring adjusters permitted in front only.
- 23.5 *Rubber Coil Spring Spacers in spring permitted.**
- 23.6 Rear coil spring mounts may be replaced but must remain to stock height and location.
- 23.7 Leaf-spring cars must run minimum of 3 leaves of different sizes per side. Stock shackles.
- 23.8 Stock front sway bar max 1.250". Links may be changed connect to top of A-frame only.
- 23.9 Upper A-frames/cross shaft may be changed with after-market direct bolt on frames with steel cross shafts, using bolt in ball joints. Length rule is open. Aluminum adjustment shims ok.
- 23.10 A-frame mounting locations must remain untouched.
- 23.11 Standard type ball joints Only. No-low friction, extended length types permitted.
- 23.12 Struts may change mounting bolts at spindle and alter/replace top plate of shock tower.
- 23.13 Spindles must remain stock cast iron with no modifications. Spindle savers permitted.
- 23.14 Rear trailing arms may be replaced with Speedway motors P/N 91634055 or DCA race fab P/N 17811 & 17812.
- 23.15 No solid, Spherical or offset bushings. Polyurethane bushings permitted.
- 23.16 Minimum ground clearance 5½". Body, ballast and chassis. With driver.

SECTION 24 – STEERING

- 24.1 Stock center link only.
- 24.2 Stock tie rods only. Adjusting shelves may be changed, aluminum permitted.
- 24.3 Stock idler arm but may be slotted in arm for movement.
- 24.4 Stock steering boxes only. Ratio may be changed.

SECTION 25 – SHOCKS

- 25.1 Stock replacement shocks only from:
 - KYB GR2/Excel-G, Gas-A-Just, Strut Plus
 - Monroe Sensa-Trac, Matic Plus
 - Gabriel Ultra, Guardian, Ready-Mount

25.2 No altering or any travel limiter permitted.

SECTION 26 – BRAKES

- 26.1 Stock brakes only; all four must function.
- 26.2 No drilled/slotted rotors. No aluminum drums.
- 26.3 Steel braided lines permitted.
- 26.4 No aftermarket proportioning valves.
- 26.5 Stock master cylinders & boosters.
- 26.5 Stock bearings, no bearing spacers.

SECTION 27 – WHEELS

- 27.1 Steel 15" racing wheels only; max width 7".
- 27.2 Minimum 3" backspacing (Camaro 4"). Measured from back of rim.
- 27.3 Off set must match all four wheels. No spacers.
- 27.4 Oversized lug nuts mandatory.

SECTION 28 – TIRES

- 28.1 Track-spec tires only; limits apply.
- 28.2 Tires sold at track just before first practice.
- 28.3 No chemical treating; violation results in season suspension.

SECTION 29 – SCORING TRANSPONDERS

- 29.1 AMB transponder required.
- 29.2 Transponders are to be mounted even with or on the firewall in a vertical position. Max 24" above the racing surface. NO obstruction (metal) between the transponder and the race surface. Positioning should also be considered to prevent heat damage.

FULL CHASSIS LEAD PLACEMENT DIAGRAM

LEAD MAY ONLY BE PLACED IN MARKED (RED) AREAS

