

2024 Pure Stock Four Cylinder Rules

Chassis and Body Specs

1. Any stock appearing metal bodied four-cylinder car or truck with a 94" to 101.5" wheelbase. You must maintain within ½" of the stock wheelbase for the make and model of chassis being used. Rear wheel drive only, no FWD or mid-engine cars.
2. The front, main, and rear chassis rails must remain in the car and un-altered. You may tie the unibody chassis together. Absolutely no bracing under the floor pan. The front chassis rails may be replaced with 1 ¾" round or 2x2 square tubing in front of the strut towers or cross member. The sway bar or torsion bars may be connected to this tubing, but no other suspension components. The rear chassis rails may be replaced with 1 ¾" round or 2x2 square tubing behind the center of the rear end housing rearward. No solid tubing front to rear.
3. Entire floor pan and front firewall must be unaltered with any holes in the firewall covered. The rear firewall must be intact and covered to separate the driver's compartment from the fuel cell area or you may box-in the area behind the driver's seat. May remove the inner trunk area for fuel cell clearance, but only from 4" behind center of axle tube rearward. May remove the inner wheel wells for tire clearance. Rear down to trunk pan level only. May have a panel at top of right door from dash to boxing behind driver to reinforce door, 6" wide max and 2" max lip turn down.
4. The body, body mounting position, and overall appearance must retain all stock OEM dimensions with the original body lines and contours. The body must be centered over the wheels. The body must be made from magnetic steel, unless otherwise stated. You may run fabricated doors, front fenders, and hood: but they must appear stock and be securely fastened. No flat sides. The doors and front fenders must be magnetic steel or aluminum. You may run a composite hood. You may use Five Star or Performance Bodies replacement panels. No MD3 type components. The roof, roof post, and rear quarter panels must be factory stock. If the rear quarter panels are damaged, you may fabricate a new panel over the existing one, with the same contours. No other alterations to the body allowed.
5. Stock appearing bumpers on the front and rear, may use an aftermarket stock appearing nosepiece and rear bumper cover. Must match make of car, if applicable. No open rear ends or flat metal panels.
6. A minimum of 6" ground clearance must be maintained on the nose and factory side rocker panels. Skirting allowed, maximum width 6". Must conform to stock rocker panel, may not flare out excessively.
7. Rear spoiler height is 6" maximum of surface material above the trunk lid. 60" width max. Must be self-supporting. No side spoilers, rudders, or support braces. No roof or fender mounted spoilers or fins. The top of the spoiler must not bend upward.
8. Windshield is optional, if removed, you must have five protective bars on the driver's side, 3/8" diameter recommended. They must be between 4" and 5" intervals. They must be magnetic steel. Front 8" of side door windows may be filled by lexan or aluminum. You may fill in rear side openings, if applicable. May have a panel at the top of windshield maximum 6" tall.
9. Must have the make of car and the required weight on the hood or front fenders.
10. Must have a full roll cage secured to the chassis. See general rules for roll cage specs.

Suspension Specs

11. All suspension components must remain stock in their OEM mounting locations for the year make and model of the chassis **no slotting of holes or multiple holes.**
12. The steering shaft may be collapsible. Steering quickener allowed. An aftermarket steering wheel and quick release are recommended.
13. Strut cars must run **factory** stock or OEM replacement components, **i.e. Monroe, KYB, Master Pro, etc. No Bilstein.** May brace the top of the strut tower and alter the top of the tower with a slotted plate for the purpose of setting caster and camber. The strut towers must remain **fully** intact for support.
14. Must use factory stock OEM replacement magnetic steel shocks bolted in the stock location that can be purchased from local auto parts store. No coil-over, adjustable, re-buildable, remote reservoir, or air shocks. No Schrader or bladder type valve allowed. No shock covers. No external or internal bumpers or stops. **Track reserves the right to have any competitor replace any shock or strut with a stock over the counter replacement at will before practice starts.**
15. Springs must be located in the original position. You may run aftermarket springs, but you may not modify the spring bucket in any way. No screw jacks or wedge bolts. May run adjuster cups, spring rubbers, and shims. 13" max height on uninstalled rear springs.
16. Shackles allowed on rear of leaf springs. Lowering blocks permitted. Only stock type OEM steel multi-leaf style springs. **Rear trailing arms must be factory stock, may cut top for pinion angle but must be same length**
17. Stock front and rear sway bars, no adding of additional devices. No other adjusters allowed.
18. OEM type master cylinder. No adjuster allowed. May use an aftermarket pedal assembly.
19. Any steel wheel 8" wide X 13" maximum. Bead lock rims permitted; bead lock must face outward. No wheel covers or rings allowed. May use foam mud plugs. Safety beads required on all wheels. One inch lug nuts recommended. No wheel flares.
20. Tires must be Hoosier 1600 on all four corners, American Racer 57, or D.O.T. approved street radial. No grooving, siping, needling, **except for LF may be 1600 or 57 used SS4 takeoff.** No conditioning or chemical alterations of any kind. Grinding is allowed. **Track reserves the right to mark any or all tires after qualifying or heats and you will start feature on same tires.**

Weights and Provisions

21. Cars must weigh 2300 lbs minimum with the driver after the race. **If your car fails rules # 2, 3, 4, or cage placement you will weigh 2375 lbs with 35 lbs mounted at base of RF main cage leg or you will be forced to move to SS4.**
22. Racing fuel or pump gas only. No alcohol or fuel additives.
23. If it is not mentioned in the rules, it must be factory stock. Consult a tech official with any questions.
24. Cars will be inspected for tech and safety items prior to competition. Tech officials will have the final approval.

Engine and Drivetrain Specs

25. The engine maximum is 2500 C. C. Engine can be bored to the maximum C.C.
26. Engine must be in the stock location; this means factory height and setback **as judged by both tech officials**. You may run solid motor mounts, but they must be stock size. No rotary, turbo, or double overhead cam engines.
27. No decking allowed on the block, may surface the top of the block to a maximum of .010. Must be a factory production steel block. All components of the engine must be stock production for the serial number of the block, unless otherwise specified. No 2.5 components in Fords.
28. Must use a stock oil pan. May relocate the oil filter. No oil cooler.
29. Engine may be balanced, but no stroking or de-stroking. **Pistons must be OEM factory replacement cast or hypereutectic. No floating wrist pins. Keith Black part # 474217 allowed.**
30. Stock crankshaft and rods for block, no modification of any kind. Aftermarket rod bolts allowed.
31. Factory stock clutch, pressure plate, and flywheel. No Escort parts. May surface only, no other modifications. **Must match new stock replacement on hand in appearance, measurements and weight.**
32. Stock production head and intake **should still have all factory casting flaws and ridges as judged by both tech officials**. No porting, polishing, acid washing, bowl blending, or alterations of any kind. No spacer between the head and the intake. No factory dual plug heads. One spark plug and two valves per cylinder maximum. No fuel injected intakes.
33. Stock size **steel valves, head and stem diameter**. No cutting for valve springs. No aftermarket double valve springs. May use factory stock double valve springs. All valve springs must be symmetrical. Maximum valve spring pressure of **90** pounds on the seat pressure **and 200 pounds at maximum lift at engine installed height**.
34. No cutting the lifter boss or other alterations, for the purpose of making a solid lifter. Must remain fully hydraulic, unless engine was not originally factory hydraulic. Must run factory stock lifters, may not be altered in any way. No lash caps **or mouse trap springs** but may have a maximum of two (2) lifter bosses with a single washer .025" thick maximum to account for uneven bore depth.
35. Aftermarket timing gear allowed to match cam key type. No aftermarket timing covers (must be one-piece). No roller cam or rockers. Maximum 450 lift **at retainer with solid lifter installed set to .010 lash**.
36. Standard Holley 500 CFM (4412) or Holley 350 CFM (7748) must be used, no HP or other models allowed. No modification, except for choke housing, main jets, and power valve. It must pass all of the track tools. 1" spacer/adaptor allowed to fit the carburetor to the intake with **.025 maximum tolerance at under 100 degrees**. May cut intake to match adapter bore sizes - no polishing. **No ice box or cooling fuel line of any kind**.
37. Mechanical or electric fuel pump permitted.
38. Must run a factory stock distributor and ignition system. No Mel's or MSD ignition components. No magnetos and dual point distributor. Must have an operable starter in working condition.

39. Headers permitted. An un-altered Schoenfeld part # 112530 muffler or equivalent must be used.
Exhaust must extend past the trans tail shaft.

40. Transmission and differential must be stock manufactured OEM production. The transmission must have a minimum of two forward gears and one reverse, plus neutral position. The drive shaft must be stock and magnetic steel. You may weld the rear end gears or run a spool, but no other aftermarket devices.

41. Must have four wheel working brakes with all parts present, no modifications, no adjusters or shut offs allowed.

42. All cars must have an approved scatter shield and/or approved bell housing.