



2026 PURE STOCK RULES



- If the rules do not say you can do it, then do not do it! Be sure to check the General Rules. All interpretations of rules by a Series Technical Official are final. UNAWARENESS OR IGNORANCE IS NO EXCUSE! Series reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.
- If the rules do not say you can do it, then do not do it! Be sure to check the General Rules.
- **Must have a raceceiver to monitor race control on 461.2000.**

1. CARS

- A. Any American made car with a factory wheelbase of 101 inches minimum – must be within 1-inch tolerance of year, make and model. Wheelbase +/- 1/2" side to side difference. The wheelbase may not be altered. Body must be stock for the chassis.

2. WEIGHT

- A. Minimum weight of 3,300 pounds, with a maximum of 55% on the left side. Coil Spring cars may have a maximum of 58% left side.
B. Weight may be added or left side percentage changed to any competitor at any time at the discretion of tech in the interest of fair competition!
C. All lead and ballast must be painted white and have car numbers printed on it. All ballast weights must adhere to the ride height rule. Any loss or loss or weight will result in disqualification. Two bolts 1/2" in size per piece of lead over 10 lbs. One 1/2" bolt in 10 lbs. or less.

3. BODY

- A. **MUST** be stock appearing for year, make, and model. No flaring of bodies and must follow factory contours. No exceptions.
B. The factory roof, hood and trunk lid must be retained. The roof and trunk may be gutted! Must retain the stock floor pan and firewall. Hood must be sealed to the cowl or windshield. If the driver can see the air cleaner it is wrong.
C. The rear deck must have a stock appearing downward slope.
D. The back of the car must be closed off from top of frame rails to bottom of deck, and from quarter panel to quarter panel.
E. All holes in the firewall and driver compartment must be covered over for safety.
F. No operational hood scoops or cowl induction.
G. Aluminum hoods are not permitted. Fiberglass hoods are permitted.
H. May replace any corroded metal with sheet or aluminum metal for door skins, fenders, and quarter panels. Must look like an actual car – no slab sides. Door must round down and mount to the rocker like a factory door. No filler panels. All fabricated quarter panels must mount flush where the sail panel meets the side of the quarter panel with no lip or shelf.
I. May remove rear floor to just behind B post of body, and rear firewall, but must have 22-gauge steel firewall sealed tight separating driver from fuel cell.
J. All cars must have a full, clear Lexan windshield or screen that covers all the front window. A screen must have (3) 1/2" vertical bars in front of the driver!
K. The body must be mounted in stock location on frame – no sliding or shifting. A post mounting in the correct frame hole (both left and right). May remove rubber body mounts.
L. Hood must have a minimum of two (2) pins in front and two (2) pins in back.
M. The truck lid must have two (2) pins and two (2) hinges, or four (4) pins.
N. Fabricated steel (stock appearing) trunk lid approved. No aluminum truck lids allowed.
O. May run 1-inch rub rail welded against the body with capped ends, clean welds, no tire cutters.
P. May run pipe bumpers – maximum of 1-3/4-inch OD x .95-inch wall, square tubing, or stock bumper for car must be mounted in stock location with chain wrapped and welded to frame. Minimum bumper height is 17 inches – maximum bumper height is 19 inches. Bumpers must have round corners that turn back into chassis. No open ends must be capped. Bumpers must not be installed farther out than 6 inches from the front frame horns. All welds must be clean and ground – no tire cutters.
Q. The maximum spoiler allowed will be a 6 x 60 inch.

4. CHASSIS and SUSPENSION

- A. All suspension parts must be stock for the year make and model of the car. A – frame bolts may be changed to camber ADJ. Polyurethane or steel bushing are allowed.
B. The coil spring must be a minimum of 8 inches and must fit in stock location without alteration of bucket. No spring rubbers or gobblers allowed. No coil bound springs or collapsed springs allowed. All springs must be symmetrical from top-to-bottom. No bump stops.
C. May use an adjustable bucket.
D. Leaf springs, stock multi-leaf only, may be used. May use nonadjustable lowering blocks and multi-hole rear shackles for adjustment. No tapered rear end shims or lowering blocks. Factory pinion may not be altered whatsoever.
E. Sway bars must be stock for the specific car. Maximum 1-3/8-inch diameter. No rear sway bars. No aftermarket Howe style sway bars.
F. Sway bar adjustable at left lower A frame only. May mount solid on the right side.
G. All front and rear suspension components must remain in the stock location. All suspension parts must match the frame. No alteration of suspension allowed.
H. Stock passenger car spindles and hubs for year, make, and model only.
I. No lightening or grinding of any suspension part allowed.
J. Steering quickeners allowed. Stock steering components include drag link and stock length tie rods. No interchange of uni-body, mid-size metric, and big metric/steering parts.
K. Spindles, rotors, calipers, and bottom A-frames must match the chassis being used. (All must be stock). Steel lower A-frame bushings are allowed. The hole must be in the center of the bushing. Factory replacement steel safety hub may be used. The bolt on the rotor must be factory diameter and thickness. No drilled, slotted, or curve veined rotors. May run a steel safety hub in front.
L. Shock absorbers must be mounted on stock upper and lower mounts. No modifications to shock mounts allowed, and mounts must be in stock locations. No tie rod end, heim end or aluminum shocks allowed.
M. One (1) shock per wheel – total of four (4) shocks per car. No coil over shocks allowed. One-inch (1") spacers will be allowed on the left-rear of the car (only). Shocks must be steel body, one (1) piece and non-adjustable. No remote or external canister type of shocks allowed. No aluminum gland nuts or shafts. No

Schrader Valve! (Pro Shock, AFCO, Carreras and Factory crimped Bilstein's okay) Absolutely no aluminum of any kind on the exterior of shock except the approved AK Series Bilstein Factory crimped shocks.

- N. No bulb tops. May have removable bushing on the shaft end of the body. The bushing holder/eyelet must be attached to the body. No Schrader or bladder style valves allowed.
- O. Must use stock type shock ends top and bottom. The front half of the shocks can be covered.
- P. No rebuildable shocks. No adjustable shocks. No aluminum gland nuts or shafts.
- Q. Any shock body that can be disassembled by removal of an external snap ring or by any means other than cutting it apart will be considered rebuildable and illegal.
- R. Steel body shocks must be mounted in stock locations. \$200.00 claimer for four (4) shocks or \$50.00 per shock after a race. Must be on the lead lap.
- S. Six-inch (6") ground clearance minimum frame and body, measured with the driver out of the car.

5. CARBURETOR

- A. Must run stock Holley 4412 2-barrel only. (No Billet or XP) No modifications can be made except as specified. May remove choke plate and shaft or a 4-barrel Quadrajel carburetor.
- B. May use any adapter from carburetor to manifold – maximum thickness 1.625 inches including gaskets.
- C. Crate engines must run 650 Holley (part# 80541) only. No modifications can be made except as specified. (If the crate motor does not have GM or UARA seals, you must run 2-barrel Holley and rules). May use any spacer with a maximum thickness 1.00 inches and (2) .065 gaskets.
- D. Two return springs mandatory.

6. INTAKE

- A. Stock OEM cast iron. No porting, polishing or port matching.
- B. May use Edelbrock RPM Performer – (General Motors 7101, 7104, 7116, 2101, 2701, 3701), (Ford 7121), (Mopar 7176).
- C. General Motors 602 aluminum dual-plane intake manifold is also approved.

7. IGNITION

- A. Any HEI 12-volt battery fired ignition.
- B. Part # MSD8727 CT Digital Soft-Touch HEI Rev Limiter only (must be on the right-hand side visible to tech out of reach of the driver).
- C. Must be mounted in the driver's compartment behind the driver's seat. Must be mounted securely.

8. ENGINE SPECIFICATIONS

- A. Must be the same manufacturer as the car and mounted in stock position. May use Allstar, Moroso or other stock replacement solid motor mounts. Must be in stock location!
- B. Crankshaft must be stock production cast or steel or OEM stock replacement. 48 pounds minimum balancing permitted by drilling holes – no grinding. No knife edge or bullnose cranks permitted. No polishing of crankshaft.
- C. Rods must be stock production or OEM stock replacement. OEM length per original engine specifications. No high-performance rods permitted. Grinding on rods permitted for balancing only. No polishing of rods. Rod bolts, builders' choice.
- D. Pistons must be stock production or OEM stock replacement and must be the same configuration as stock cast or forged GM. Must have four (4) eyebrow flat tops. No fly cutting. Floating pins may be used. Maximum bore is .060. Any 3-ring flat top pistons must use all 3 rings (Add 25 pounds).

9. GENERAL MOTORS (GM) 602 CRATE ENGINE (25 pound weight break)

- A. May run GM 602 sealed crate engines that came from the factory. No modifications of any kind. Crate motors are subject to inspection at any time!
- B. Valve Springs - Part# PAC1210X are allowed. May shim to get to spring rule.
- C. 602 Crate engines must follow the Gm Performance parts Technical Manual. If it is not listed do not do it unless you have spoken to tech and have your rule book signed and carry with you to tech. A tech bulletin will then follow for all racers to see the clarification or change.
- D. 602 is totally by the GM manual, repairs etc. no exceptions. GM part number: 88958602 and 19258602. Compression ratio: 9-to-1. No options allowed.
- E. Part# MSD 8727CT Digital Soft-Touch HEI Rev Control Limiter only (must be mounted on the right-hand side visible to tech out of reach of the driver).

10. CYLINDER HEADS

- A. Stock production OEM cast iron cylinder head for engine being used (Open or Closed Chamber Heads permitted, Minimum 63CC). No mix-matching.
- B. World Product #043610 or Dart #10024361 heads are allowed. VORTEC-style heads allowed (MUST ADD 50 LBS).
- C. GM 350 heads on 350 c.i.d. engine – 305 heads on 305 c.i.d. engine no less than 63 cc's on 350. Maximum compression ratio: 10-to-1.
- D. Ford 351 heads on 351 c.i.d. engine – 302 heads on 302 c.i.d. engine. Maximum compressions ratio: 10-to-1.
- E. Mopar 360 heads on 360 c.i.d. engine – 318 heads on 318 c.i.d. engine. Maximum compression ratio: 10-to-1.
- F. No porting or polishing, no gasket matching, no grinding of any kind.
- G. May have 3 angle valve jobs, no angle more than 75 degree. May run screw in studs, must be stock size. Guide plates OK.
- H. 1.94 intake, 1.50 exhaust, max valve size. Stainless-steel neck down valves permitted but no hollow stem valves. Bronze guides or liners ok.
- I. Valve spring must be stock size and symmetrical from top to bottom (1.270" max diameter). Spring seat valve pressure closed 120 lbs. max.

11. CAMSHAFT

- A. Hydraulic flat tappet cams only. Maximum lift 450 at valve for GM and 480 at the valve for Ford.
- B. Check at the push rod or cam lobe times the rocker.
- C. Ratio – Rocker must remain stock for engine: General Motors: 1.5 – Ford: 1.6 – Mopar: 1.5.

12. MISC

- A. No electric water pumps. Electric fans OK.
- B. Water pump, pulleys, valve covers and oil pan builders' choice.

13. TRANSMISSION

- A. Stock automatic transmission with all working gears (forward and reverse) and working torque converter.
- B. Aftermarket bell housing on automatic is allowed.
- C. The torque converter must be a minimum of 10 inches in diameter. (must add 25 lbs.)
- D. No lock-up converters. No power-glide transmissions.
- E. Must have all stock parts – no lightweight parts.
- F. May run 3-speed or 4-speed manual transmission with stock clutch and flywheel (L88 flywheel minimum 15 LB) approved.

- G. Stock clutch and clutch disk. Stock replacement solid hub clutch disk, and clutch material must be full circle, and no paddle type disks.
- H. No 5-speed or 6-speed transmissions allowed.
- I. Must have a functional shifter – No push – pull rods.

14. REAR-END

- A. Must be stock for the year, make and model of the car.
- B. Maybe locked. Mini-Spools are approved for use. No full spools or lockers of any type.
- C. Aftermarket replacement axles are okay.

15. BRAKES

- A. All four (4) brakes must always work. No rear disc brakes. No aluminum drums or aluminum parts allowed anywhere in the brake system.
- B. Stock pedal and master cylinder. May remove factory proportioning valves.
- C. No aftermarket brake bias or shut-off valves.

16. EXHAUST

- A. Stock OEM cast iron manifold (only), with 3" inch exhaust pipe throughout. 50 lb. weight break for 2-1/2" exhaust and must exit behind the driver.
- B. Must be securely fastened under the car.
- C. No X pipes – No H pipes.
- D. Headers are permitted under chassis.

17. WHEELS and TIRES

- 1. Racing wheels 15-inch x 8 inch. May run any combination of 2, 3 or 4-inch offset wheels.
- 2. One wheel spacer per wheel. May run an ultra-cool steel brake cooling fan but one per wheel.
- 3. American Racer AR870 Tires only.

18. FUEL CELL

- A. Mandatory Maximum: 22 gallons. Must be mounted in a steel container – minimum of 22-gauge steel.
- B. Must have a 1-1/2 fuel cell loop protecting the cell from being hit by other cars.
- C. Fuel cells must have 10 inches of ground clearance.

19. SAFETY and ROLL CAGE

- A. Full roll cage mandatory, minimum 4 points must be 1 3/4" x .095" round steel tubing and must have 4 horizontal bars driver's side and 3 horizontal bars passenger side. Front and rear loop optional. Side plate for driver's door will be mandatory. Must be 12 inches (12") high post-to post, 1/16" minimum thickness steel and must be fastened with a minimum of six (6) 1/2" bolts or securely welded to series' approval.
- B. Aluminum racing seat mounted to roll cage.
- C. Approved SFI seat belts and double shoulder harness will be required, no older than five (5) years. A crotch strap will be required.
- D. A capable form of SFI head & neck restraint is highly recommended.
- E. Helmets must be 2015 Snell standard or better and have sticker visible for inspection. Full-face helmets are required.
- F. Clean, full SFI driving suit and approved SFI gloves and shoes for fire protection are mandatory.
- G. The driver's window must be equipped with an SFI safety net, no older than five (5) years with quick release latch. String window nets will not be permitted. The minimum net size must be 18" wide and 16" high. When latched, the window net must fit and pull tight.
- H. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
- I. It is highly recommended that all competing teams have a minimum of 10 lb. working fire extinguisher in their pit stall.
- J. The main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews.
- K. Numbers must be a minimum of 21" in height, with the body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
- L. The driver's last name must be displayed on both sides along or just above the rocker panel below the car number in 4" readable letters.
- M. A car number at least six inches (6") in height must be placed in the upper right-hand corner of the windshield.
- N. A working Fire Suppression system or driver accessible fire extinguisher is required. Minimum of 5lbs with a gauge. The use of radios is strictly prohibited.
- O. Mirrors allowed! No phones or communication devices in the car.
- P. May mount the radiator directly to frame – may use round tubing for protection.
- Q. Drive shaft loops (2) are Mandatory. They are to be located 12 inches from each u joint. Drive shaft must be painted white with numbers on it.

20. RULE ENFORCEMENT

- A. The Series shall be authorized to make changes from any specification contained in these rules as a situation may dictate. Furthermore, the Series may impose further restrictions to maintain fairness. Under no circumstances may the Tech Inspector alter any safety rule to less than stipulated.
- B. Any variance of these rules by a participant that may ultimately lead to a reduction in safety, or an increased risk, to any participant, shall be exclusive responsibility and liability of party or parties responsible for the variance. The series and speedway promoters shall not be responsible or liable for rules as provided.
- C. Any part found illegal will be confiscated and become the property of the UARA Sportsman Series.
- D. Any competitor found to have an illegal part will not be allowed to compete in any UARA Sportsman Series events until that part is surrendered to UARA Sportsman Series officials.

21. PROTEST:

- A. Only drivers or team representative may protest. Protesting drivers and protested cars must have qualified and started the race. All protests must receive the approval of the series officials. Spite or unsportsmanlike protests will not be accepted.
- B. All protests must be submitted to series officials in writing within 10 minutes of feature race completion and be accompanied by the required amount of cash shown below. All protest fees must be paid in cash.
- C. P&G, Carburetor inspection \$100
- D. Whistler check \$150 series retains \$50.
- E. Top end tear down \$1250, series retains \$250.
- F. Scope of the crank area \$150, series retains \$50.
- G. Complete engine tear down \$2500, series retains \$500.

- H. Drivers can only protest three times in one season and must wait three race weeks before protesting again.
- I. Drivers or cars found illegal to forfeit all points and moneys earned for the entire race meet.
- J. Refusal to comply with protest or to tear down when instructed by Series officials will result in a fine equal to protest amount, an automatic two race suspension and loss of points and moneys earned for the evening. Upon returning to competition the driver must agree to tear down after racing events for free.

******Anyone that has an issue with the social media policies below, this Series might not be the racing series for you******

Social Media Policy Content:

- A. Series defines social media as all means of electronic communication or posting of information/content of any sort on the internet. This includes but is not limited to your own or someone else's web blogs, personal website, social networking, or affinity website, whether or not directly associated or affiliated with Series.
- B. This includes but is not limited to Facebook, Snapchat, Twitter, Instagram, and YouTube. Although forums may seem informal, individuals are solely responsible for what is posted online whether by themselves and/or allowing others the ability to post online content for them.
- C. Any social media interaction or contribution that adversely affects Series, other members, or others directly/indirectly related to the series may result in disciplinary action against individuals, up to and including exclusion from the series indefinitely.
- D. This social media policy applies to all Series competitors, crew, track officials, track owners, and Series officials. A competitor is a driver, entrant, family member, crew member (non-driver), or any other individual or entity who is a member and/or participates in any Series sanctioned event. All drivers are responsible for the actions of their crew.
- E. An official is all authorized Series officers, employees, agents, representatives, and subcontractors. Series reserves the right to apply the policy to other members as it deems appropriate.
- F. Examples of inappropriate postings, statements, photographs, video, or audio may include discriminatory remarks, harassment, and threats of violence or similar inappropriate or unlawful conduct and is prohibited. Avoid content that reasonably could be viewed as malicious, obscene, threatening or intimidating, which disparages others or that might constitute harassment or bullying. Any mistake should be corrected immediately.

Be Respectful:

If an individual posts complaints or criticism, avoid using statements, photographs, video, or audio that reasonably could be viewed as malicious, obscene, and threatening or intimidating, that disparages others or that might constitute harassment or bullying. Example of such conduct might include offensive posts meant to intentionally harm someone's reputation or posts that could contribute to a hostile trackside environment based on race, sex, disability, religion, or any other status protected by law, rule, or policy.

Be Honest and Accurate:

Posts are "on the record" whether the online medium is public or private and is accessible to the media, public, sponsors, and other business partners and is subject to discovery in litigation matters. Rumors, speculation or information about Series or others are not to be posted until an official announcement, release or other post by official social media accounts have been made to the public and media.

Retaliation:

Retaliation is prohibited. Series prohibits taking negative action against any member or other for reporting or for cooperating in a policy investigation. Member(s) who retaliate against another member for reporting or for cooperating in an investigation will be subject to disciplinary action, up to and including exclusion from the series.

Social media plays an integral role in reaching out to and growing fan bases, engagement, marketing, and promotion to all entities. It is a way to give fans direct interaction with the Series, drivers, teams, tracks, and sponsors.

Please remember that we are here because of the Fans, Promoters, and the Sponsors. If they do not benefit...we will not. While we understand that this Competition involves substantial financial stakes, there is no excuse for bad or unruly behavior, which would tend to bring the Series into disrepute.

The Series is a professional organization and will conduct itself so in its dealings with everyone, including Fans, Drivers, Team Members, Series Sponsors, Team Sponsors, Tracks, and the Press. The Series therefore expects the same from its Drivers, Team Members and Team Sponsors. The Series organizers and officials therefore reserve the right to take disciplinary action against anyone who brings the Series into disrepute by their actions, either on or off the track.

Disciplinary action may also include, but is not limited to, the right of the Series organizers and officials to suspend either temporarily, or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of the Series organizers and officials, may have resulted in, or may result in, harm or detriment to Series Events.

The Series organizers and officials also reserve the Right to request the removal of any derogatory or distasteful statements on any racecar or hauler. Failure to comply with this request for removal may result in disqualification from some or all the Series Events.

The decisions made, and the disciplinary actions taken, by the Series organizers and Officials hereunder shall not be appealed by the Driver, Team Member or Team Sponsor affected thereby.

Any Driver entering and competing in a Series event acknowledges and accepts the following: Series and its officials may use the Driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations by and through, television, radio airwave, cable and satellite broadcasts, film for productions, videotape reproductions, audiotape reproductions, transmissions over the Internet and public and private online service authorized by Series and the like, before, during and after the event for promoting, advertising, recording, or reporting in the event or any other

Series event and do hereby relinquish all rights there to for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions, and merchandise.