



BARONA SPEEDWAY PURE STOCK RULES 2025

The Pure Stock class is designed to be fun while creating a safe cost-effective division. Pure Stock means just that, original OEM parts as defined by these rules with no exceptions. Please make all cars legal. This division will be tightly governed to be fair, fun and equal for all. All illegal parts will be confiscated and become the property of Barona Speedway. Each Pure Stock will be inspected for performance enhancing items. Pure Stock division may run clockwise or counterclockwise to start any race event at the track's discretion.

YOUR INTERPRETATION OF THESE RULES AND ANY WORK DONE ON YOUR RACE CAR IN AN ATTEMPT TO COMPLY WITH THESE RULES IS SUBJECT TO RACE DIRECTOR/TECH APPROVAL. ANY MODIFICATIONS NOT ADDRESSED IN THESE RULES WILL NOT BE ALLOWED UNLESS APPROVED BY THE TECH OFFICIAL.

ALL DRIVERS AND CREWMEN ARE REQUIRED TO READ AND COMPLY WITH THE 2025 BARONA SPEEDWAY GENERAL RULES & RACE PROCEDURE

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1. DEFINITION OF “STOCK”, “Factory OEM”, or “OEM”:

- A. “OEM” is the abbreviation for Original Equipment Manufacturer.
- B. Stock (when referring to OEM parts or dimensions), Stock OEM, or OEM means that a part or dimension must be from a standard production vehicle.
- C. Parts that are described as Stock, Stock OEM or OEM cannot be GM Performance, Bow-Tie, Ford Motorsports, SVO, Direct Connection such as Performance Catalogues, Marine, or Mail Order of any special Off-Road or Racing Performance part.
- D. All casting numbers, manufacturer’s name, logos, insignias, part numbers, etc. will remain intact and unaltered to be legal. You are responsible for what you run.
- E. Alterations, removal, or covering of casting numbers, manufacturer’s name, logos, insignias, part numbers, etc. will make that part illegal and it will be treated as such.

2. ELIGIBILITY:

- A. Any 1960 or newer American made automobile meeting U.S.A. specification with these exceptions:
 - 1.No convertibles, jeeps, station wagons, trucks, sports cars or front wheel drive cars.
- B. Car must have been available in the U.S. and sold by American Motors, Chrysler, Ford or G.M.
- C. Minimum wheel base is 108” (see wheel base section)
- D. All cars must weigh a minimum of 3500 pounds with driver at all times (See “weight added ballast” section).
- E. All cars must remain completely stock for year, make and model per the manufacturer’s original specifications. The only exceptions are contained in these rules.

3. BODY:

- A. Must be completely stock appearing for manufacture make and model being used:
 - 1.Factory OEM appearing steel sheet metal required for all body panels.
 - 2.Fiberglass overlays okay.
 - 1. Must be factory OEM appearing for make and model being used.
 - 2. Must retain complete factory steel body under fiberglass overlays.
 - 3.Factory OEM roof must retain A, B (if stock) and C-posts.
 - 4.Roof must maintain factory height and angle.
 - 5.Aftermarket or fabricated side skirts are allowed. Minimum 5” ground clearance.
 - 6.No hood scoops or air cleaners thru hood.
 - 7.A mud deflector no more than 5” tall and 2’ wide may be mounted on the hood and must not obstruct the drivers view.
 - 8.No spoilers of any kind.
- B. Gutting and Trimming of Body:
 - 1.Gutting of the following body panel inner structures is allowed:
 - 1. Hood, trunk/deck lid, doors and fenders.
 - 2. front wheel wells may be removed. If intact, must have 6” hole for fire rescue access.
 - 3. Trunk floor behind rear firewall. If intact, must have 8” holes for fire rescue access.
 - 4. Inner roof structure.
 - 2.Gutting of the following is NOT allowed and must be retained:
 - 1. Door jams, Rocker panels, Front firewall, Rear firewall and Floor pan.
 - 3.Fenders may be trimmed for tire clearances only not to exceed 3”. No sharp edges allowed.
 - 4.All interior and exterior components must be removed including:
 - 1. All windows, head lights, tail lights, mirrors, seats, carpet, head liner, dash, door panels, all trim, wire harness, door handles, antennas, Molding, trim, etc.
 - 5.No mirrors or reflective material of any kind allowed.

- C. Nose and Tail Piece Covers (Bumper covers):
1. OEM and aftermarket stock appearing bumper covers are allowed.
 2. No late model type bumper covers allowed unless it matches year and model of car being used.
 3. Aftermarket plastic bumper cover applications MUST resemble make, model and year of car:
 1. F body Gen II Camaro must use same vintage Camaro gen II type bumper covers, no later gen. (late model) covers allowed.
 2. G-body Metric Monte Carlo, Malibu, Grand Prix, etc. cars must use same vintage matching model type nose covers. No Camaro type bumper covers allowed
 3. X-body Nova, Ventura, Apollo etc. okay to use G-body type bumper covers.
 4. A, B, and C-body, full size GM cars Caprice, Seville, etc. G-body type bumper covers allowed.
 4. Tail Panel, Rear of the Car:
 1. Rear body of car must be enclosed, no open tail sections.
 2. OEM, aftermarket and fabricated stock appearing tail pieces are allowed.
 5. All installations are subject to tech approval.
- D. Bumpers:
1. Tubular bumpers are allowed under plastic nose and tail pieces only:
 1. Tubular bumpers must be completely contained under bumper cover.
 2. Exposed bumpers with no nose or tail bumper cover must have OEM type appearing front and rear bumpers.
 3. Bumper height measured from ground to centerline of bumper must be 16" - 20".
 4. All bumpers must be strapped to fenders to avoid hooking of bumpers.
 5. No sharp edges allowed. Ends must be rounded off and free of any sharp edges.
 6. Bumper must be securely mounted to chassis.
 7. All bumpers are to be chained (minimum 5/16") or cabled (minimum 1/8") to car frame/chassis. Cables or chains must be short enough to prevent the bumper from detaching from car.
 8. Bumper shocks must be welded.
- E. Body Mounting Requirements:
1. Hood must be securely fastened to the car:
 1. Min. of 2 hood pins across the front and 2 hood pins across the back.
 2. Hinged hoods are NOT allowed.
 2. Trunk deck lid must be securely fastened to the car:
 1. Lift off type requires 2 hood pins across the front and 2 across the back.
 2. Hinged type allowed with 2 hood pins across the back.
 3. Doors must be bolted or welded shut.
 4. Fenders must be securely fastened to the car.
 5. Support straps from chassis to body panels may be used to prevent flapping or loose panels.
 6. No exterior rub rails allowed. Support bars behind body panels allowed.
 7. Fiberglass overlays, skirts, plastic nose and tail pieces may be mounted using rivets or flush/low profile body mounting screws/washers that utilize rivet nuts (rivnuts) or nylock nuts.
 8. No screw/bolt heads exposed on side of body that can cause damage to competitors cars/tires.
 9. No sheet metal or self-tapping type screws allowed.
- F. Body Panel Repair:
1. Cars need to be CLEAN with all body panels intact at the beginning of the race meet.
 2. It is important to maintain a Stock appearing Body. The following guidelines are to be followed for repairing body panels:
 1. Destroyed panels must be replaced with stock OEM appearing body line panels.
 2. Damaged lower section of fenders, lower section of quarters and doors may be repaired/replaced with fabricated steel sections using minimum 22-gauge (.029") thick steel sheet metal.

- 3. All body repair work MUST resemble factory body including body lines with good workmanship.
- 3. Cars leaving the hot pits must have all non-damaged body part(s) reattached. Severely damaged body part(s) removal is subject to Tech Approval.
- 4. No sharp edges on body panels allowed.
- G. Interior:
 - 1. All holes in firewalls and floor pan must be covered and sealed for driver's protection.
 - 2. If car did not come with rear speaker package/firewall such as hatchbacks:
 - 1. Rear fire wall must be constructed of minimum 22-gauge (.029") steel sheet metal.
 - 2. Must resemble factory rear firewall and speaker tray of same model with factory firewall.
 - 3. Speaker tray must be flat, no angle to the rear window.
 - 3. Fabricated dash allowed. Cannot extend beyond back edge of dash bar.
 - 4. No cock-pitting of interior. Passenger side and rear area of driver's compartment cannot be sheeted over, must remain open.
 - 5. No mirrors or shiny material allowed.
 - 6. Driver controls and seat must be configured to fit driver for safe operation of vehicle.
- H. Windshield/windows:
 - 1. Windshield area may have a ½" screen mesh in front of driver area.
 - 2. Required to have min. ¼" round stock no less than 3" or more than 5" apart must be used in front of driver side of windshield for added protection.
 - 3. Non-reflective sun visor may be added to top of windshield opening.
 - 4. No door windows allowed.
 - 5. Rear and quarter windows optional but must be clear polycarbonate. No sheet metal covers.

4. CHASSIS:

- A. This is a "PURE STOCK" class, no tolerance to these rules.
- B. Ground clearance 4" minimum at the lowest point of the frame or cross-member with driver in car.
- C. Wheelbase:
 - 1. Minimum allowable advertised factory OEM chassis wheelbase is 108"
 - 2. Tolerance from advertised factory OEM wheelbase is + or - ½" examples:
 - 1. 108" = min. 107 ½" max. 108 ½".
 - 2. 110" = min. 109 ½" max. 110 ½".
 - 3. 111" = min. 110 ½" max. 111 ½".
 - 4. 116" = min. 115 1/2" max. 116 1/2"
 - 3. **No car will have more than ½" difference from side-to-side.**
- D. No shortening or lengthening of chassis. Must maintain advertised factory OEM wheelbase for make and model chassis being used.
- E. Front sub-frame (clip) must match manufacture and body type chassis being used. No interchanging front clips between manufacture's or within manufacture's platforms. Example: No F body clips on G body cars.
- F. No suspension weight jacks allowed.
- G. All shock mounts must be unaltered as produced by the manufacture.
- H. Chassis suspension mounts:
 - 1. Front lower and upper A-arm mounts:
 - 1. Must remain as produced by manufacture, no modifications or relocation allowed.
 - 2. Washers may be welded to outside of lower chassis mounting bracket bolt holes to prevent/repair damage.
 - 3. Upper a-arm mount and mounting bolt hole locations cannot be modified or moved.
 - 4. Caster/Camber setting may only be adjusted using industry standard techniques such as spacers/shims.

2. Chassis rear suspension mounts:

1. 4-link cars must retain all factory mount locations:
 - a. Reinforcement of factory chassis link mounts may be added but, cannot alter the factory mount or location in any way.
 - b. Factory OEM rear link crossmember must be retained and unaltered.
 - c. No modifications to link mounting brackets and bolt hole locations.
 - d. No adjustable mounts allowed.
 2. Leaf-spring cars must retain all factory mounts:
 - a. OEM stamped steel spring perch must retain factory mounting location on chassis.
 - b. Forward mount- Mounting hardware and unibody structure may be improved to secure spring perch to chassis. Must retain stock mounting structure.
 - c. Must retain factory OEM rear shackle locations.
 - d. Must retain rear factory bushing type mounting.
 - e. No adjustable mounts allowed.
- I. Additional chassis modifications:
1. All cars with these modifications must have Director/Tech approval.
 2. Rear frame rails behind rear axle, no further forward than one inch behind factory seam, may be replaced in OEM location. Must use two inches by three-inch (2"X3") steel tubing with minimum 0.083" wall thickness. Must be the same length as material removed. Factory seam must remain visible.
 3. Unibodies may tie rear frame to front frame. May be "X" braced.
 4. Leaf-spring cars must keep factory OEM type leaf spring mounts

5. ROLL BARS AND CAGE:

A. Material and Construction:

1. The roll cage is a structural safety system of the car. It is mandatory to construct with industry standards of fabricating, welding and craftsmanship. All cars are subject to tech. approval.
2. Recommended material type- low carbon or mild steel:
 1. No Galvanized, Aluminum, cast iron (black iron) or exhaust pipe allowed.
3. Cage 4-point center section on all cars build after 2024 season must be constructed with minimum 1 3/4" .095" tubing. Includes; vertical uprights, roll-over hoop, door bars, halo, dash and seat horizontal bars.
4. Cage 4-point center section of existing cars build prior to 2024 season will be grandfathered in for minimum 1 1/2" .095" tubing center section.
5. Cage structure other than specified 4-point center section such as kickers, cross bracing, etc. may be constructed using Minimum 1 1/4" .095 tubing.

B. Cage 4-point Center Section:

1. Must consist of 4-point minimum cage that extends the width of the frame.
2. Recommend the 2 front A-pillar uprights and rear roll-over hoop (behind driver) upright bars be welded to chassis/frame.
3. Bolting center section to floor or frame must use plate minimum 4" x 4" x 3/16" (6" x 6" x 3/16" for all new builds). Bolted plates must be secured with a minimum of four (4) 7/16" grade "8" bolts.
4. Must have horizontal support bars tying vertical A-pillar and roll-over uprights together. One behind the driver's seat and one dash bar.
5. Must have vertical round tube middle windshield bar from roof halo to dash bar min. 1 1/2" x .095".
6. Speedway bar is allowed. Connecting RF frame/chassis to 4-point center section.
7. Driver side door bars and plating required:



1. No butt welds on door bars unless bars are bent.
 2. Minimum of four horizontal door bars welded to the 4-point center section roll cage required. Maximum 7" gap between each horizontal bar. Vertical spreader bars max. 14" spacing required.
 3. Driver's door bars must be plated with minimum 18-gauge (0.049") steel plate. All edges must be stitch welded to door bars.
 4. Plating must extend from "A" pillar down tube to behind driver:
 - a. Must leave a 2" hole in front of door plating by front down tube.
8. Passenger side door bars are required:
1. Minimum of three door bars required.
 2. Two horizontal bars (upper/lower) plus 3rd horizontal or diagonal center bar.
 3. Must be tied together with vertical spreader bars.
 4. Must be welded to 4-point center section.
9. Main cage Center Section offset, set back and structure:
1. Set back - Rear roll-over hoop (behind driver seat) Maximum setback is 76 inches from back of engine block to top front edge.
 2. Off set – Center section vertical rear hoop and A-pillar bars on the right side may be a maximum of 12 inches in at top edge of passenger rear quarter window opening.
 3. Top halo must be minimum of 40 inches across (outside to outside), and minimum of 29.5 inches front to rear (outside to outside). Must have adequate clearance for driver/helmet.
 4. Driver with helmet must completely fit inside roll cage:
 - a. It is recommended that the top of your helmet be a minimum of 2" below the bottom of the roof roll bars.
 5. Must meet Tech Approval.
- C. Optional Rear Kickers:
1. Two (2) rear kickers are allowed. May be attached from 4-point center section rear hoop to the rear of the chassis.
- D. Engine Compartment Cage:
1. Two (2) kicker bars may join the front frame/chassis rails to the cage center section.
 2. A front radiator hoop no wider than frame rails is allowed.
 3. Fabricated lower radiator mount/core support between front horns allowed.
 4. Engine must be mounted in factory OEM location. On GM metric frame, center of fuel pump must be located minimum 1.75 inches in front of cross member (measured at frame).
 5. Frame and cross member may not be altered for engine placement.
 6. Must use stock location motor and transmission mounts. No mid-plate allowed.
- E. Additional bars and gusseting are allowed not to exceed the specified chassis attachment points. 4 center section, 2 rear kickers, 2 front frame rails-to-main cage and 1 speedway bar.
- F. Must have tubing around and behind the fuel cell, no wider than the frame rails.
- G. Must have front and rear connection points for tow truck to hook to. Track is NOT responsible for any damage that may occur while being towed.
- H. Cage and roll bar must be padded wherever driver may come in contact.
- I. Cage must meet Tech approval.

6. SUSPENSION:

- A. Suspension must remain as noted in these rules. No cutting, heating, welding, drilling or modifying.
- B. Control Arms (A-Arms):

1. Factory stamped steel OEM/replacement type control arms must fit chassis with no modifications or “adjustments” to the chassis or control arm.
 2. Must mount on intended side of chassis. No swapping Right and left sides.
 3. No cutting, welding or bending to improve front geometry allowed.
 4. No offset mounting shafts.
- C. Ball Joints:
1. Lower control arm press in OEM replacement ball joints only:
 1. Lower ball joints track standard for reference:
 - a. GM - MOOG K6145T style or equivalent.
 - b. Ford – Over the counter OEM replacement only
 - c. Chrysler - Over the counter OEM replacement only
 2. Upper OEM replacement ball joint only:
 1. Bolt in replacement allowed.
 2. Upper ball joints track standard for reference:
 - a. GM - MOOG K5208 style or equivalent
 - b. Ford - Over the counter OEM replacement only
 - c. Chrysler - Over the counter OEM replacement only
 3. No relocating ball joints in control arms.
 4. Tack-welds to secure ball joint allowed.
 5. No tall or drop type ball joints allowed.
- D. Spindle:
1. 1-piece factory OEM spindles only.
 2. Same spindle type must be used on both RF and LF.
 3. Spindle must fit chassis/suspension without modifications:
 1. Must fit ball joints and steering linkage without modifications.
 2. No heating/bending of steering arm to improve geometry.
 3. No modifications to brake rotor and caliper mounting.
 4. No cross-manufacture interchanging of spindles:
 1. GM to GM.
 2. Ford to Ford.
 3. Chrysler to Chrysler.
- E. Rear 4 link and Leaf Springs:
1. 4 link- factory OEM stamped steel control arms only.
 2. 4 link- factory OEM control arm lengths must match chassis being used.
 3. Control arms must measure the same length side to side from bolt hole to bolt hole.
 4. No reinforcing/bracing of control arms.
 5. Washers may be tack-welded to outside of bushing bolt holes to prevent/repair damage.
 6. Mounting hardware may be improved to secure leaf spring perch to chassis.
 7. Leaf-spring cars must retain factory OEM type mounting:
 1. OEM stamped steel leaf spring perch
 2. Must retain factory bushing type mounting.
 3. No adjustable mounts allowed.
 4. Rear shackles maximum bolt hole distance 4”
 5. Rear Shackle bolt hole distance must be the same on RR and LR shackles.
- F. Suspension Bushings:
1. Factory OEM/replacement rubber and aftermarket polyurethane bushings allowed.

2. Bushings may be tack-welded in place.
 3. No spherical ball-type bushings.
 4. No offset bushings allowed. Mounting bolt hole must be on center.
 5. No special "soft" bushings allowed. Bushing durometer must be greater than shore A 60. Track's durometer gauge is official measurement.
- G. Sway bars:
1. Front sway bars allowed.
 2. Must be factory OEM type.
 3. Must be mounted using factory OEM mounts and links on both sides.
 4. No rear sway bars allowed.
- H. Coil Springs:
1. Racing/rated springs are allowed.
 2. Spring must fit factory chassis and a-arm/axel mounts without modifications.
 3. Spring perches on axel housing must be mounted flush to axel tube at the same height on both sides.
 4. Spring perches must be centered on axel housing tube.
 5. No fixed or adjustable spring buckets allowed.
 6. No spring spacers or rubbers allowed.
 7. Rear coil spring free length 14" + or - 1" (13"-15").
 8. Rear coil springs 1" maximum difference in spring free length from right spring to left spring allowed.
 9. Rear Spring retaining cables or clamps are recommended.
- I. Leaf Springs:
1. Steel racing/rated multi stack and mono-leaf springs allowed.
 2. Spring rate and stack may be different side to side.
 3. Chrysler type leaf springs allowed only with Chrysler chassis.
 4. Re-arcing of springs allowed.
 5. No lowering blocks allowed.
 6. No axel for/aft adjustable blocks allowed.
 7. No composite leaf springs allowed.

7. SHOCKS:

- A. All shocks must be factory OEM type and must be mounted in OEM location using stock rubber mounts.
- B. No oversized shocks with body diameter over 2" and shaft size greater than .375".
- C. No racing shocks allowed.
- D. No coil overs or air shocks.
- E. Non-adjustable, over the counter factory replacement type shocks mandatory.
- F. Any part number shock within specified manufacture series is allowed as long as it meets all shock rules. If not on this list, shocks must have Tech. approval. Approved shocks and series:
 1. Bilstein series- B-4, B-6.
 2. Koni series- STR T street, Classic Shock (RED)
 3. KYB series- Excell-G-, Gas-a-just mono-tube
 4. Monroe series- Matic PLUS, Spectrum, Magnum, Gas-magnum, Master-pro.
 5. AC Delco series- Gold, Silver, Specialty, Professional Premium, Advantage
 6. Gaberial series- Ultra, Ready-Mount, Classic, Pro-Guard, Max-Control

8. STEERING:

- A. Removable racing steering wheel mandatory.
- B. Steering column must be safely mounted for drivers' comfort, safety and car control.
- C. Spherical firewall bearings and Heim joint mounts allowed for steering column mounting.
- D. Cutting or welding of steering components is not allowed, with the exception of the steering column:
 - 1. U-joints can replace rag joints.
 - 2. All steering columns must be collapsible.
 - 3. Steering shaft must be Factory OEM or fabricated using $\frac{3}{4}$ " x .120" wall tubing.
- E. Steering box must be of factory OEM type and mounting for chassis being used:
 - 1. Steering box lock-to-lock minimum turns 2 $\frac{1}{2}$.
 - 2. No steering quickeners allowed.
 - 3. No specialty (Sweet manufacturing) quick steer boxes allowed.
- F. Power steering pump must be factory OEM/replacement type with attached fluid reservoir:
 - 1. No remote fluid reservoirs allowed.
- G. Draglink must be factory OEM/replacement for chassis being used:
 - 1. No aftermarket geometry correcting draglinks allowed.
- H. Tie rods and adjusting sleeves must be Factory OEM/replacement for chassis being used.
- I. Steering arm must be same length as intended for chassis being used.
- J. Idler arm must be factory OEM/replacement for chassis being used:
 - 1. Must mount on chassis in factory OEM location.
 - 2. Must be same length that came on chassis being used.
- K. No spherical bearings or Heim-joints allowed.
- L. No aftermarket steering components allowed.

9. BRAKES

- A. Brake pedal must be safely mounted for drivers' safe operation:
 - 1. Factory OEM pedal assemblies allowed.
 - 2. Aftermarket type brake/clutch/gas pedals allowed.
- B. Must use factory OEM type master cylinder mounted in stock location on firewall:
 - 1. No aftermarket racing master cylinders allowed.
 - 2. No dual master cylinders allowed.
- C. All 4-wheel brakes MUST be functioning.
- D. Factory OEM proportioning valve allowed in stock location:
 - 1. No aftermarket or adjustable proportioning valves allowed.
 - 2. No shut-off valves.
- E. Drum brakes must retain factory OEM components.
- F. Disc brakes allowed front and rear.
- G. Calipers:
 - 1. No aftermarket calipers allowed. Must be factory steel OEM/replacement.
 - 2. Same size caliper/piston bore size is required on both front brakes.
 - 3. Same size caliper/piston bore size is required on both rear brakes.
 - 4. Calipers/piston bores sizes may be different between front and rear.
- H. Brake pads/shoes:
 - 1. High quality brake pads/shoes are recommended.
 - 2. Must be of Factory OEM replacement for fitment.

- 3. Brake pads/shoes compound type optional.
- 4. No modifying of brake pads/shoes material or surface area
- I. Brake lines:
 - 1. Car may be re-plumbed with min. 3/16" hard line.
 - 2. Factory OEM replacement rubber or braided steel flex lines are allowed.
- J. No slotting or cross drilling of rotors.
- K. No brake cooling vents or ductwork, with the exception of OEM backing plates or shields.
- L. No parking brakes allowed.

10. WEIGHT ADDED BALLAST:

- A. Car must weigh a minimum of **3500** pounds with driver:
 - 1. Track scales will be the official weight.
- B. Added ballast/weight must be painted white and labeled with car number.
- C. All added ballast must be securely fastened to the chassis or roll cage.
 - 1. Ballast must be bolted with a minimum of two ½" grade "8" bolts subject to tech approval.
 - 2. Bolt on tube clamps okay, 2 per weight. Must not exceed manufactures limit.
- D. No bolt on weight less than a 5-pound block.
- E. No ballast may be mounted in the car's interior.
- F. No ballast may be mounted lower than the bottom of the frame member.
- G. Ballast mounting and location must be approved by Tech.
- H. Driver will be fined \$25.00 per piece for all weight that "fall" off the racecar during a race.
- I. Any car not conforming to these rules will be given a weight penalty, subject to Tech official decision.

11. FUEL CELL & FUEL:

- A. Fuel pump must be factory OEM/replacement mechanical type. No electric fuel pumps.
- B. Fuel pressure regulator is allowed.
- C. Fuel cells are mandatory. Must be top fed with turnover valve.
- D. Fuel cell must be enclosed in a minimum of an 18-gauge steel box with the filler spout located in the trunk compartment.
- E. Fuel cell must be foam filled.
- F. Fuel cell vent tube must end with the final location below bottom of fuel cell.
- G. Fuel cell is to be mounted behind the rear axle no lower than the center of the rear axle.
- H. Fuel cell must be securely fastened between the frame rails. Subject to track approval.
- I. If trunk floor is retained, there must be an 8" diameter hole in trunk floor to assist in fire extinguishing.
- J. Fuel cap must be tethered to the fuel cell with a chain or cable.
- K. Ground strap from fuel cell to cage/frame is mandatory.
- L. Zip ties or any other fastening devices are not acceptable.
- M. No pressurized tanks.
- N. Gasoline or racing fuel only:
 - 1. Gasoline cannot be mixed with alcohols, ethers, aniline or its derivatives, nitro compounds, compounds containing nitro or other oxygenates.
 - 2. No icing, cooling of fuel or cool cans permitted in the pits or racing area.
- O. Fuel line may run through driver's compartment but must be completely enclosed in steel tubing and sealed at both ends. Subject to Tech approval.
- P. No glass or plastic fuel filters allowed.

12. COOLING SYSTEM:

- A. Water only in the cooling system. No antifreeze or oil of any kind. Water wetter is allowed.
- B. Only one (1) radiator is allowed and must be mounted in front of engine in stock location
- C. OEM type replacement or aftermarket racing aluminum radiator allowed.
- D. Factory OEM type mechanical driven water pump only.
- E. Mechanical fan only, no electric fans.
- F. Steel, plastic or nylon fan must be bolted in stock location.
- G. Fan shroud is mandatory. Must have top and sides.
- H. Overflow catch can is required and must be securely mounted inside the engine compartment. No zip ties.

13. ENGINES:

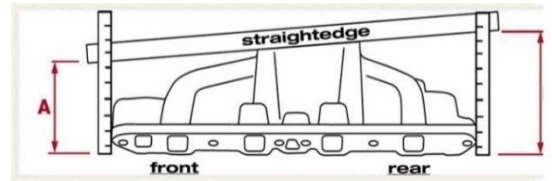
- A. Manifold Vacuum and Idle Rule:
 - 1. Must have a minimum of 17 inches of vacuum at 800 rpms.
 - 2. Must idle at 400 rpms for 3 minutes.
 - 3. Cars must have a working Tachometer.
- B. Cylinder Compression rule:
 - 1. Cylinder compression is limited to an absolute maximum of 180 pounds, measured with track gauge, at 5 revolutions with carburetor wide open.
- C. Maximum Engine RPM rule:
 - 1. All engines MUST use unaltered #8727CT rev-control set maximum 6,200 rpm
 - 2. Rev-control must be mounted under hood on firewall and accessible for inspection with rev limiter facing upward.
- D. Engine Block:
 - 1. Any American make engine allowed. **BLOCK:** OEM steel passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. GM approved block numbers are: 10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148.
 - 2. No 400 or larger cubic inch parts allowed.
 - 3. Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). Ford and Chrysler blocks subject to tech approval.
 - 4. Overbore shall not exceed .065" from OEM specifications.
 - 5. Stroke must match block.
- E. Cylinder Heads:
 - 1. Steel only. (GM). Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126, 3927186, 394704, 3981462, 3991492, 393244, 391729, 3782461, 3782879, 3917291, 399046, 3947041, 3947041. **Ford and Chrysler heads subject to tech approval**
 - 2. No aluminum, GM Vortec or specialty cylinder heads allowed.
 - 3. Maximum valve size is 2.02-inch intake and 1.60-inch exhaust.
 - 4. No porting or polishing allowed.
 - 5. Screw in studs: Are allowed. Max stud diameter .375 (3/8).
 - 6. Pushrod guide plates allowed max pushrod diameter 5/16 inch.
 - 7. Polylocks allowed.



8. Valve spring and retainers:
 1. Maximum valve springs diameter is 1.250 inch ($\pm .015$ tolerance).
 2. No bee-hive springs.
 3. Magnetic steel retainer ONLY. No light weight retainers.
9. Rocker Arms:
 1. Stamp steel factory OEM style 1.5 ratio rocker arms only.
 2. No roller tip or roller rockers
- F. Crankshaft:
 1. Must be factory OEM production for make and model of block.
 2. Must have legible manufacture casting part number.
 3. No stroked or de-stroked crankshafts.
 4. No Lightweight crankshafts.
 5. OEM type harmonic balancers only.
- G. Pistons:
 1. Any Commercially available dished or Flat top 2 & 4 valve relief allowed.
 2. Must have MFG part number on the piston and readily available for purchase.
 3. No domed pistons allowed.
 4. No custom pistons.
- H. Rods:
 1. Stock OEM length rods only. GM must use 5.7".
 2. Optional rods readily available:
 1. Scat Pro stock I beam # 2-ICR5700.
 2. Eagle SIR-5700BB-1.
 3. Large journal rods only.
 4. Bushed rods for floating pins allowed.
 5. Cap screws bolts, ARP Heavy duty rod bolts allowed.
 6. Shot peened allowed. No polishing.
 7. No aluminum or lighting of any kind.
- I. Camshaft, Lifters and Timing Chain:
 1. Hydraulic flat tappet only.
 2. Standard firing order only.
 3. Any hydraulic OEM diameter lifters allowed. May not be altered or modified from manufacture.
 4. Double roller timing chain allowed.
 5. No roller cams.
 6. No solid lift cams.
 7. No gear drives.
- J. Oil Pan:
 1. Racing oil pan is allowed.
 2. Minimum inspection hole is 3/4" NPT plug or 1" I.D. required.
 3. Recommend Inspection hole be on driver side.
 4. Recommend inspection hole be above the oil level.
 5. Must be accessible by Tech Officials.
 6. Automatic DQ if no inspection hole in oil pan. No exceptions.
- K. Valve Covers:
 1. Aftermarket valve covers allowed.
 2. Crank case breathers allowed.



- 3. Valve covers utilizing Breather tank are allowed.
- L. Carburetor, Spacer Plate, Air Cleaner:
 - 1. One Holley #4412 carb mandatory.
 - 2. May remove choke plate and change jetting.
 - 3. No race or off-road Holly 4412 type carburetors allowed.
 - 4. No modification of throttle shaft, butterfly, screws, or internal parts allowed.
 - 5. No speed parts.
 - 6. Any 1" carburetor spacer adaptor plate is allowed. 1-inch maximum thickness.
 - 7. Standard size air cleaners only 4"x14" max. top, bottom, air cleaner in between.
 - 8. All carburetors must have two (2) throttle return springs on the linkage. One spring pulling forward and one spring pulling back. No exceptions!
- M. Distributor and Ignition Systems:
 - 1. Must be stock point or stock HEI
 - 2. 12-volt systems only.
 - 3. Stock type coils only.
 - 4. Stock type replacement modules and coils allowed.
 - 5. No spark boxes of any kind.
 - 6. No duels, MSD, Mallory or Accel modules allowed.
 - 7. Aftermarket plug wires allowed.
 - 8. OEM firing order cannot be changed.
- N. Intake Manifold:
 - 1. Must have OEM cast iron unaltered intake manifold.
 - 2. Must have factory part number casting legible for reference of acceptance.
 - 3. No high-rise type manifolds allowed:
 - 1. Carburetor pad height not to exceed 4.5 inches.
 - 2. Measurement equation = $A+B$ divided by 2 = carb. Pad height.
 - 3. A = front and B = rear china-wall to carb. pad straight edge distance.
 - 4. No machining of carb pad height or angle.
 - 5. No GM performance, bowtie or marine manifolds allowed.
 - 6. No porting, polishing, acid etching, shot pinning, blasting or altering of any kind allowed.



- O. Exhaust Manifolds and Exhaust System:
 - 1. Manifolds:
 - 1. Factory OEM Cast iron "log type" exhaust manifolds only.
 - 2. Must have OEM casting number.
 - 3. Exhaust manifold discharge 2" maximum inside diameter.
 - 4. No LT1 type exhaust manifolds.
 - 5. No Vortec type exhaust manifolds.
 - 6. No center dump exhaust manifolds.
 - 7. No welding, no porting or polishing allowed.
 - 8. No aftermarket exhaust manifolds.
 - 9. No headers or speed equipment of any kind.
 - 2. Mufflers/Pipes:
 - 1. Exhaust pipe maximum inside diameter is 2".



2. Stock type OEM muffler(s), i.e., street approved. No home built
3. Dual mufflers or single muffler systems allowed:
 - a. No "X" or "Y" pipes allowed.
 - b. Single muffler with two pipes in/out allowed.
4. Exhaust pipe(s) must enter and exit muffler with max 2" inside diameter pipe:
 - a. Reducers from muffler to exhaust pipe are allowed (2.5" to 2")
 - b. Reducers may not exceed 4" in length.
5. Exhaust system must bolt to manifolds.
6. Exhaust must exit behind driver. Subject to Tech approval.

14. TRANSMISSION, DRIVELINE AND REAR END:

- A. All forward and reverse gears must be operational.
- B. A 1" inspection hole in the bell housing accessible to Tech Officials is mandatory.
- C. Automatic Transmissions:

1. Must have one of the following flexplate safety features:
 1. flexplate safety scatter shield (possible firewall constrains)
 2. SFI certified flex plate
 3. SFI certified bell-housing safety blanket
2. Must be unaltered OEM, with unaltered OEM pump.
3. Flex plate must be full, unaltered OEM, or OEM replacement.
4. Must have minimum 11" working torque converter.
5. Maximum torque converter stall speed 800 RPM's
6. No "dummy" torque converters.
7. No direct drives.
8. Transmission cooler allowed. Cannot be mounted in driver's compartment.



- D. Manual Transmission:

1. Mandatory explosion proof scatter shield bell housing.
2. Must be unaltered OEM three or four speed.
3. Steel/iron OEM type flywheels only:
 1. Steel unaltered flywheel - 16 pound minimum.
 2. GM 153 or 168 tooth allowed.
 3. No aluminum, cutting or special over-the-counter type flywheels.
4. Minimum 10.5" Stock single disk clutch and OEM replacement type pressure plate
5. Hydraulic clutch release bearing allowed.



- E. Drive Shafts:

1. Must remain factory OEM type steel.
2. Minimum 2.5" diameter.
3. Driveshaft hoop is required 12" from front U-joint, under floorboard around driveshaft.
4. Must be painted white.
5. No aluminum drive shafts.

- F. Rear End:

1. Any steel OEM passenger car or truck rear end (housing and carrier) allowed. Includes ford 9".
 1. Must be mounted in chassis as factory OEM rear end for make and model chassis.
 2. Factory type mounting configuration must be used

3. GM 4-link cars lower control arm mounts- Center of lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing. Must be the same measurement side to side.
 4. Leaf spring perches must not exceed 2.5" from bottom of axle to leaf spring mounting surface. Must be the same measurement side to side.
 5. Pinion Angle not to exceed 6 degrees.
2. Safety hubs (floater) allowed.
 3. Racing axles allowed but must be solid steel only. No gun drilled.
 4. Axle tubes maximum .250" wall thickness. Housing braces allowed.
 5. GM C-Clip eliminators are allowed.
 6. Locking of differential allowed. Welding, mini spool or full spool allowed. No lightweight components.

15. ELECTRICAL SYSTEM:

- A. One passenger car 12-volt battery per vehicle:
 1. Battery must be located inside passenger compartment or trunk.
 2. If the battery is located in passenger compartment, it must be fully enclosed and secured in an approved metal battery box securely fastened to floor or cage.
 3. Positive battery cable & terminal must be covered with non-conductive material.
 4. Dry cell type batteries are highly recommended.
- B. All cars must have a commercially produced battery master kill switch clearly marked "ON" and "OFF".
 1. Master kill switch must turn off running engine when switched to off position.
 2. Master kill switch must be located in the center cage to the right of the driver.
 3. Master kill switch must be within driver's reach and reachable from outside of car by rescue crews.
- C. All cars must have starters mounted in the stock location and be self-starting at the beginning of the race day.
- D. All cars must have track approved transponder mounted on passenger side firewall.
- E. No on-board computers allowed.
- F. No electronic traction control devices allowed.
- G. All cars must have a properly functioning tachometer.



16. WHEELS AND TIRES:

- A. Wheels:
 1. Steel wheels only.
 2. Racing wheels are allowed.
 3. Wheel size- Diameter 14" or 15" width not to exceed 7".
 4. All four (4) wheels must be the same size and back spacing.
 5. No wheel spacers allowed.
 6. 9/16" or larger studs are mandatory.
 7. No Wheel weights.
 8. No bead locks or screws allowed.
 9. No mud plugs allowed.
- B. Tires:
 1. Street legal DOT casing tires only.
 2. 7" maximum tread width. Tread width must remain unaltered.
 3. All four (4) tires must be the same letter and number size.
 4. Inner tubes are allowed.

- 5.No mud, snow, truck, studded, directional, recap, racing or knobby tires allowed.
- 6.No tire softeners.
- 7.No grooving or sipping allowed.

17. SAFETY EQUIPMENT:

- A. Car and driver safety violations are required to be fixed PRIOR to racing in any event.
- B. Driver's Safety:
 - 1.A SFI approved flame retardant driver's suit is mandatory.
 - 2.Neck collar or a Hans type device is mandatory.
 - 3.Racing gloves mandatory. No welding gloves, gardening gloves, etc.
 - 4.Racing shoes MADATORY.
 - 5.No polyester clothing of any kind is allowed.
 - 6.No flight suits allowed.
- C. Helmet:
 - 1.A full-face shield, Snell 2015 or newer helmet with proper identification is mandatory and must have no signs of previous damage.
 - 2.Helmet must be SA rated.
 - 3.M rated helmets are not allowed.
- D. Driver's Seat:
 - 1.A commercially manufactured racing seat with headrest securely mounted and attached to roll cage in a minimum of four (4) locations – two (2) on the bottom and two (2) on the back of the seat with 3/8" grade "8" bolts is required.
 - 2.Fiberglass seats are not allowed.
 - 3.Seat cannot be mounted to the floor.
- E. Driver's Harness:
 - 1.A SFI certified, quick release 5-point racing harness is mandatory. Must have 3" wide lap and shoulder belts and a 2" wide submarine strap.
 - 2.Harness must be date stamped no more than three (3) years old from the present date.
 - 3.Belts must be bolted to cage with grade "8" minimum 3/8" bolts.
- F. Window Net:
 - 1.A driver's side window net, minimum 1" mesh is mandatory.
 - 2.Window net release must be located on the top/front of the window and workable from inside and outside of car.
 - 3.No string nets or close net off road type nets allowed.
- G. Steering Wheel:
 - 1.Removable steering wheels are mandatory and must lock securely to the steering column.
 - 2.Center of steering wheel must be padded.
- H. Eye protection, helmets, harness, neck collars, gloves and driver's suit must be always worn when on the racing surface.
- I. Fire Extinguishers:
 1. A minimum 2-lb. Halon or dry chemical fire extinguisher with a charge indicator is mandatory.
 - 2.Fire extinguisher must be mounted with quick release and within easy driver's reach while fastened into seat. Must be safely mounted to not come loose during competition.
 - 3.Each pit area must also have an extinguisher located either within the hauler by the door or on the trailer. A 5-lb. ABC type extinguisher is the minimum size for this application.

- J. Radios:
1. A one-way receiver, scanner, or radio set to officials' frequency designated by Track Officials is mandatory at all times while on the racing surface.
 2. All radios are to be mounted on back of drivers' headrest and accessible by officials
 3. Radios will be used strictly for line-ups and general information from race controller only.
 4. Radio to be provided by driver.
 5. If radio is found to have 2-way communications, car and driver will be suspended for 4 races and driver will be fined \$250.00.
 6. A driver is allowed a 1 race per year exception in case of equipment failure or forgetting to bring the radio and must start in the back of their races. If driver does not have a functioning radio after 1 race grace period, they will start in the back of all their races and will be fined \$50.00, paid before current race day begins. Subsequent violations will result in a \$50.00 fine, paid.
- K. No driver shall compete in any event with head or arm extended outside the confines of the roll cage. Failure to comply will result in immediate black flag and removal from race.

18. INTERPRETATION OF RULES

- A. Though we have made every effort to provide rules that will be clear and precise, should there be any confusion in your interpretation, ASK!! IGNORANCE IS NOT AN EXCUSE! If a specific issue is not addressed in these rules, the official's decision is final. Any modifications not addressed in these rules will not be allowed unless approved by the Tech.
- B. We want all cars to be competitive with each other in this division. If you do something with your car that has been overlooked in these rules that we feel gives you an unfair advantage over your competitors, YOU will be required to change YOUR car.
- C. These rules are provided to maintain orderly conduct of racing events and to establish requirements. By participating in Pure Stock or Pure Stock Figure-8 events at Barona Speedway, each driver agrees to comply with these rules and all general rules of the Speedway.
- D. Should your car be found in violation of these rules it will be the Tech's discretion as to what action will be taken. A minor 1st time infraction may allow you to race that night, but require you to make necessary changes prior to the next race.
- E. Any rule infraction will be given to you in writing. Should a racing advantage rule infraction be found, you may be asked to start in the back, or may not be scored or allowed to place in that event. You also may have to add weight to your car to compensate for the infraction. The amount of weight to be added will vary depending on the infraction, and will be determined by the Tech. You will need to find the weight required yourself, it will not be provided. Changes will need to be made to your car to comply with the rules prior to the next race night.
- F. These rules will be in effect throughout the 2024 racing season. These rules are in no way meant to imply any guarantee of safety. There is no guarantee against injury or death to participants, spectators or others.
- G. These rules may be amended at any time by the Official. Changes may be made for safety, or to keep the competition close.
- H. The Barona Speedway management appreciates your cooperation in complying with these rules. We wish you all a safe and successful 2025 racing season.