



* 2024 PURE STOCK RULES *

SAFETY: RACECEIVERS ARE MANDATORY!!! Pure Stock cars must have sound roll bar overhead – a 4 point cage. Roll bars and safety equipment will be checked by track. Racing seat and window nets are mandatory. Seat **MUST** be approved by AMS Tech Official. Window net must be mounted on driver side window. Window net may **NOT** be “homemade” and **MUST** be approved by AMS Tech Official. Fastener must be located in an area that is accessible to all track rescue personnel. Five-point racing seat belts required – must be mounted in a manner acceptable to AMS Officials. Belts must be dated within the last 5 years to be legal. Approved SFI rated racing helmet (open-face helmets are **NOT** allowed), SFI rated racing shoes, gloves and {complete} fire suit are **REQUIRED** at ALL times when a driver is on the racetrack. Roll bar padding around the driver is required. Fire extinguisher (1 lb. minimum) **MUST** be within the drivers reach and up to date and fully charged. Additional safety equipment such as a Hans-type head restraint device and a full containment seats are **strongly recommended**.

GENERAL

- No nitrous or traction control.
- May run engine fan, no electric fan.
- May run air breather, aftermarket ok. Cannot protrude through hood. No air box.
- Ford solenoid, radiator, and fan shroud can be made from aluminum.
- All 14" or 15" rims
- Seven inch (7") racing wheels legal - must have stock offset which is 3" offset and all be the same. No spacers.
- Tires - any 70 or 75 Series street legal D.O.T. Tires - doesn't have to be same size. Must be 400 treadwear. No high performance, directional, special order, snow, trick gumball, fancy, or exotic tires of any kind.
- Wheels must be stock steel or may run the aftermarket nomad spoke wheels (wagon style).
- Seven inch (7") stock offset wheels only - no bead locks.
- Large 1" lug nuts are ok.
- Battery may be moved to inside drivers compartment and must be enclosed and securely mounted.
- Roll cage required - must be 4 point with 3 drivers side bars and 2 right side bars minimum.
- May run bars to radiator but may not protrude through radiator support.

Updated 1.20.23

- May run bars to back but no bumper bars protruding outside.
- Fuel cell mandatory with 22 gallon max - hole in trunk may have 3" clearance cut around cell.
- Must have steel firewall where back seat was located.
- No lead or any weight may be added to car.
- Exhaust must be stock cast iron. No center dump manifolds. No "x" pipes or "h" pipes.
- Factory "y" ok.
- Aluminum radiator ok.
- Fuel cell must be mounted inside of trunk with firewall between driver and fuel cell.
- Cars must have number on sides and top and able to be read by scoring tower.
- Car must be stock unless otherwise stated.
- Stock brakes.

BODY - Visual protest only.

- Stock unless otherwise stated
- 1968 or newer American made car (Rear Wheel Drive)
- Complete stock body must be retained. Can cut 2" below factory crease to replace
- body panels
- May use steel 2" below factory crease for quarter panels but must look stock (must use 20 gauge steel)
- May use steel doors but must look stock (must use 20 gauge steel)
- May run rubber nose - top part only
- No cutting, chopping, channeling, shortening
- Hood hinges may be removed
- All chrome, plastic and glass must be removed
- Steering column must remain stock but may use quick release steering wheel
- May use hood pins to hold hood down
- All firewall holes must be covered
- Must have stock firewall in original location
- May replace dash with sheet metal

WHEEL BASE / FRAME

- Stock only

ENGINE - BOTTOM END

- Allowed: 350 Motor in ALL Chevrolets
- Engine must be strictly stock for that make and model and in original mounts
- Repaired engine parts must be approved
- One (1) piece rear seal block ok
- No high performance engines or special order parts
- .060 over bore max.

Updated 1.20.23

- Stock blocks only
- Must be stock replacement low compression piston
- No flat top 4 eyebrow piston - must be dished
- Speedpro H423 NCP replacement piston ok
- Pistons must be at least .009" in block
- No bottoming of lifters
- Stock crankshaft
- No knife edging or lightening, etc.
- Cast crank must weigh 48 lbs.
- No stroking or de-stroking
- No balancing
- Journals may be turned no more than .060"
- Rod width may not be less than .940
- Stock timing chain gear set only. No offset key ways
- Balancer 6 3/4 by 1" no machining

HEADS

- Heads for make and model
- Heads can't vary more than 4 cc's from stock, min of 72cc
- No angle milling
- Stock size of valve for make and model
- Valve springs can be z28 springs
- Shims can be used under valve springs with a limit of .60 per string
- May use off set locks but not with shims
- Rocker arms must be stock, no long slotted rockers
- No porting or polishing
- Steel valves only
- Stock stem diameter
- Cannot run 993 or 441 heads (or Vortec)
- No cutting under 45 - no competition valve job - no 3 angle valve job allowed

INTAKES

- Stock cast iron
- No Holley pattern factory intakes
- Aluminum intakes on factory original cars must remain unpainted
- Can block off exhaust gas crossover

CARBURETOR

- Must be a stock 2 or 4 barrel only
- No modifications except choke flap removal
- No removal of choke horn

Updated 1.20.23

- No spacer of any kind 1/4 inch gasket only

CAM

- Stock timing chain only
- Or Cloyes C-3023X adjustable timing chain ok
- .390 - .410 lift
- 112 lobe separation +/- 1 degree
- advancing or retarding the cam in car with adjustable timing ok
- Cloyes C-3023X only - no cam buttons
- stock cam or stock replacement cam only
- duration for intake + 2 degrees / -10 degrees
- .006 - 256 degrees
- .050 - 195 degrees
- .200 - 95 degrees
- duration for exhaust + 2 degrees / - 10 degrees
- .006 - 261 degrees
- .050 - 202 degrees
- .200 - 106 degrees
- must have 18" vacuum at 1000 rpm
- hydraulic cam and lifters only
- Cams CS-274 Sealed Power and CCS-2 Melling are a stock produced cam and will be looked at with a little more variance. All custom ground cams will be required to meet the above specifications.

TRANSMISSIONS

- Automatic transmission torque converter stock type and 12" minimum
- May have a cooler mounted in the driver's compartment
- Automatic transmission only - no power glide
- Man run an aftermarket shifter

DRIVE SHAFT

- Has to be stock for model of car
- No carbon fiber
- A "U" or square type safety loop on front of drive shaft assembly is required

IGNITION

- Stock type ignition
- Stock type distributor only
- No high performance distributors or high performance parts
- No altering firing order

REAR ENDS

Updated 1.20.23

- Must be stock for make and model
- No gear lower than 3.73
- May weld spider gears
- Posi-traction rear ok
- Shocks must be in stock location
- No lightening of any parts
- All components must be made of steel

SUSPENSION

- Stock only for make and model, stock shocks only. No performance shocks. Must have part number, will be checked for make model. Stock springs for make and model
- 10" maximum arch height on rear springs
- 1/2" tolerance on front springs on stock height

PROTEST AND CLAIM RULE

Anderson Motor Speedway has the ability to confiscate any part that fails to be in compliance with the rules. If a competitor refuses to have their race part confiscated, he/she is subject to disqualification. The Speedway will retain 25% of the protest fee with the remaining 75% going to either the protester if protested car is found **ILLEGAL** **OR** going to the protested car if their car is found **LEGAL**.

- Bottom-end - \$600
- Protest Any 3 items - \$300
- Claimer rule on transmission - \$400 - may buy torque converter for additional \$100
- Can use transmission for one of the three protested items but it is a visual inspection only to check for type, will not be removed from can
- Can protest head for one of the three protested items, but can buy both heads for \$500 and intake for \$100
- The man that sales his heads can buy back the man's heads for \$400 and intake for \$50
- If tech man visually checks heads before a buy and they are wrong then the seller is disqualified
- Chief Technical Inspector has the final say.

Note: Looking for small or unimportant errors or faults will not be tolerated or allowed. We are aware that this rule book may not cover every situation or issue. AMS Officials have final say on ALL protested or claimed item issues.