

For 2025 at Tulsa Speedway we are going to let Factory Stocks and Stock Cars race together. You must run under one of the rules packages listed on our web site either Factory Stock or Stock Car. You cannot mix these rules you have to run one set completely.

CAR/FRAME: American made rear-wheel drive, front-engine car or truck. No 4-wheel drives or convertibles. Minimum wheelbase 107.5 inches. Wheelbase must remain stock for the make and model of the car with a ½" tolerance. Frame must remain strictly stock with no alterations. You are allowed to replace rear frame rails from directly behind the shock mounts to the rear of the car. Motor must be in stock location (1.75 from center of fuel pump to front of cross member). All frame/cage members must be welded solid. No heim ends and no adjustable members.

BODY: Stock-appearing plastic nose pieces with a maximum installed width of seventy-four (74) inches and tail pieces are permitted. Skirt(s) may be added to the bottom of the doors and quarter panels but must remain four (4) inches from the ground. Skirting with a maximum of three (3) inches may be added to nose and tail pieces. Front nose piece (with skirting) must remain eight (8) inches from the ground.

Rear of car must be sealed off so that fuel cell is not exposed.

Bodies may be gutted and moved from the original body mount rubber bushing—no more than +/- one (1) inch. Bodies must be straight on chassis front to back and side to side.

A seven (7) inch maximum front visor is permitted. Side and/or rear window visors are not allowed. Sunroofs and T-tops must be reinforced and enclosed. Minimum of three (3) windshield bars must be in place in front of driver.

Nerf bars are allowed but must be flush to the body. No sharp edges discession of that is up to the tech man.

Stock bumpers or tube bumpers ok, must cut wrap around off the ends. No sharp edges. No bars connected to bumpers. No cow killer bumpers. All cars must have tow hook/chain on front and rear. If using aftermarket bumper 1.75 tubing size maximum.

All glass, plastic, upholstery, lights, mirrors and trim must be removed.

Must be stock appearing. Cutting, channeling, shortening and/or modifying of the body is not allowed. Excessive trimming of fenders and/or hoods is not allowed. Must maintain stock O.E.M. appearance.

All doors, fenders and window openings must remain stock appearing with OEM dimensions and be the same on both sides. Straight slab sides are not allowed. Enclosed interiors and/or decking is not allowed. Aluminum or Steel for bodies.

Firewall must be full and complete. Front OEM firewall may be replaced using steel fabricated firewall, 18-gauge or forty-nine thousandths (0.049) inch thickness. Front firewall may be no further back than the rear of oval frame hole, must be vertical and at or between twenty (24) and twenty-six (26) inches tall. If there is no oval hole in frame then the firewall cannot be any further back than 8" from the back of the block. Interior must be completely sealed off from engine, ground and trunk.

Roof must be OEM style and stock dimensions and mounted in OEM location with OEM rake and angle for that model. GM "G" body cars may utilize an OEM fiberglass replacement roof. All openings should be covered as to isolate the driver (subject to track approval). Body should be maintained in such a manner as to keep a presentable appearance.

Stock appearing aluminum or steel hood and trunk lids are permitted. Hood may not have more than five (5) inches of rake from back of hood to front of nose. A 5" spoiler is allowed with a maximum 5" tall by 7" long sideboard. Spoiler must be at the rear of the deck lid.

ROLL CAGE: 6-point cage with at least 3 driver's side door bars (and passenger side if passenger is present) and x-brace to rear of car. Must be welded to frame in a safe manner. Front and rear hoops are allowed. Min. tubing thickness is .095. Unibody cars must be tied together at sub frames. 1.5" minimum tubing diameter for cage on existing cars, 1.75" minimum on any new cars and is highly recommended on all cars.

SUSPENSION: OEM suspension only. Stock mounts in stock location only. OEM type shocks with OEM style rubber ends only. No adjustable shocks allowed, NO heim end shocks! Shocks must be mounted to the back of trailing arm mount. Racing springs allowed maximum of 15" rear spring. Maximum 1" rear spring spacer allowed. Front coil spring spacers allowed. NO weight jacks of any kind. No suspension stops. Aftermarket stock replacement upper steel A arms ok, right 8"-8 1/2" long, left 8 1/2"-9" long. No long stem or tall ball joints must match make and model. NO adjustments on spring spacers (threaded type spacers must be welded)

STEERING -steering must remain stock. Steering boxes must remain in stock location. Aftermarket steering wheel and quick release steering coupling are recommended. Quickeners or Quick steer boxes allowed.

BRAKES: Must have steel OEM caliper and steel vented rotor on all four wheels. Both front calipers must match. Both rear calipers must match. Brake pads must match side to side. Right front shut off allowed. All brakes must work at all times. Dual master cylinders allowed. Brake adjuster are allowed but can only adjust front to back.

TIRES/WHEELS: 8", 9", or 10" asphalt take offs allowed. 10" steel wheels max. Grooving and siping allowed. Bead-lock on right side only. All tires must durometer at least 45 at ANY TIME

DRIVER'S AREA: Must have 5-point safety harness no more than 2 years old. Aluminum seat only! Must have fire extinguisher, must have window net. Seat back cannot be more than 72 inches from rear of engine block

REAR END: OEM original rear ends in stock location, or 9-inch Ford with stock drum or disc brakes, floaters ok, gears may be locked by welding of spiders. Cambered rear ends are not allowed (one-piece drive flange only). Mini spools or full spools can be used. No lightweight or

aluminum components. All mounting points must match all mounting points on the rear end from original, no aluminum calipers. Rear lower spring seat must be welded to rear end housing tube, no bolt on spring seat mount. Rear trailing arm top mount cannot be more than 2 1/2" from center of bolt to top of rear end housing at any time. Rear trailing arm bottom mount cannot be more the 2 3/4" from bottom housing tube to center of bolt at any time. No rear control arm bushing with spherical bushing or off set bushing top or bottom front or rear of control arm. Cars with leaf springs must remain stock, no exceptions. Spring mounts on rear end need to be same side to side no off setting. Trailing arm mounts on rear end must be same height side to side. Trailing arms can be aftermarket but must remain stock length(Upper = 11 1/4", Lower = 19 1/4"... +/- 1/8" max variance) Mechanical and/or electrical traction devices are not allowed

Option 2 Quick change rear-end is permitted with steel axles and steel axle tubes only. Must use a ten (10) inch ring gear and minimum one (1) inch wide solid spur gears NO heavy axle tubes. No aluminum or light weight parts must have 1" inspection plug in housing. Mounts are the same as the 9 inch option.

RADIATORS -Any (1) radiator in original location. Water pump mounted fans only, No electric fans

WEIGHT: 3,000 lbs after race with driver. Added weight ballast must be painted white and have car # on it. Must be mounted with 2 - 1/2" bolts min and be no higher than the door line.

ENGINE: Must have V-8 engine, OEM size and configuration. 360 Max C.I.D. No stroker or destroker combinations allowed. No 400 blocks. Motors must be in stock location. May use solid motor mounts. 2 or 4 valve pistons (no dome pistons) No gas port pistons and No lightweight pistons or pins. Cast iron 76cc OEM heads only, may use EQ GM part number CH350I, Dart 10021070, Dart 10024360, World 4360, Ford World Products 53030. No vortec, angle plug and no double humps. 175lbs max compression measured at 5 rotations. No late model center bolts heads, no small chamber. OEM or Stock appearing replacement crankshafts only. No gun drilling or lightened counterweights. OEM connecting rods or stock appearing I beam maximum of 5.7 in long for GM (Ford and Mopar must be stock length as well). Cap screws ok. Hydraulic cam and flat tappet lifters only. **Must maintain 14" of vacuum at 1200 rpm(Must have 3/8" pipe thread removable plug in intake vacuum port...Track will provide 3/8" pipe thread fitting with nipple to check vacuum).** OEM heads may run 2.02" intake and 1.60" exhaust max valve size. EQ and Dart heads listed above may run 1.94" intake and 1.50" exhaust max valve size. Stock diameter valve springs only. 3/8 Screw in studs and guide plates ok. Stud mounted roller rockers ok. 1.5 ratio rocker arm. No stud girdles. Stock OEM unaltered aluminum or cast-iron intake only. No stock high performance or high rise. No bowties. May run Chevy- Edelbrock 2701/2101 or Weiand 7547 Ford Edelbrock #7121 # 7181, #7183 Weiand #7515, #8023 or #7516. No porting or polishing of intake or heads of any kind. Aftermarket water pump, mini starter, pulleys, harmonic balancer and oil pans okay. Aftermarket power-steering pumps okay. All engines must have 1" inspection hole in oil pan as to be able to see rotating assembly with scope.

Unaltered sealed 602 crate engine is allowed. **Must maintain 16" of vacuum at 1000 rpm(Must have 3/8" pipe thread removable plug in intake vacuum port...Track will provide 3/8" pipe thread fitting with nipple to check vacuum)**

No RPM limit if it's a vacuum engine 6500 For Non Vacuum MUST BE MARKED ON B PILLAR
If its not marked you will be considered a vacuum engine and have to pull the required vacuum

FUEL/CARB: Pump Gas or Racing Gas, no Methanol or E85 Oxygenated fuel is not allowed. 4412 2bbl must pass gauge top and bottom. No thinned shafts. Aftermarket metering block ok. No XP or HP carbs allowed. Carb adapter/spacer cannot exceed 1" in total height. Aerosol carburetors are not allowed.

Annular discharge boosters are not allowed. Predator carburetors are not allowed. Fuel can and will be Tested

IGNITION -One 12-volt battery only must be mounted securely in rear of driver's compartment or trunk area. One stock type HEI distributor, module and coil in stock location only. No circuit boards in ignition system. Ignitions on/off switch must be clearly marked. No traction control devices of any kind. No digital gauges or tachs. Alternators are allowed but can only put out 14 volts (1/2 volt tolerance)

EXHAUST: Headers ok but must be mild steel with four equal size tubes going into one collector on each side. No step headers.

TRANSMISSION: Any stock type automatic or manual. Automatics must have stock working 10" torque converter(no dummy converters) cannot be smaller with ring around it. No direct drives. Transmission Cooler ok. Manual must have single disc 10.5" clutch with flywheel and pressure plate that must be steel. All gears must work in a manual transmission. No mini clutches. Steel drive shafts only must be painted white and have a loop 6" from front u-joint. Clutch, flywheel, and pressure plate must way a minimum of 30 lbs and maximum of 50 lbs all together.

Just because it says you can't doesn't mean you can