

PIR FACTORY STOCK RULES

FEBRUARY 2026

Weight: minimum of three-thousand two-hundred (3200) pounds. No burn-off allowed.

ENGINE SPECIFICATIONS: Must be no larger than a Chevy 350, Ford 351, or a Dodge 360. Maximum cubic in is 362 – Mopar – 365 cubic inch. OEM cast iron block or crate. Engine and body must be of same manufacture such as Ford to Ford, GM to GM, etc. 602 crates allowed must follow the rules below.

COMPRESSION NOT TO EXCEED 180 LBS. AND MINIMAL 16 INCHES OF VACUUM AT 1000 R.P.M

362 cubic inches max. NO 400's.

Max cylinder bore allowed is 4.060".

No stroking or de-stroking allowed. Stroke must be GM 3.480, Ford 3.500.

Stock 5.7 factory production style rods.

Cast Pistons only, may be Hypereutectic- 4 valve relief Must be factory cut.

NO grinding or fly cutting of relief.

Pistons must stay flush with or below top of the block.

Stock cast iron heads, OEM, Vortechs ok, NO dart or boetie etc.

Max valve 1.94 intake, 1.50 exhaust.

Screw in studs or pinned studs allowed, guide plates allowed.

No milling inside chambers, each chamber must have a 62 cc minimum volume.

Stock style rocker arms only 1.5 ratio; no roller or roller tips.

Poly locks permitted.

Cast iron or aluminum dual plane Intake, may be drilled for Vortech heads

No polishing, porting or match porting anywhere.

OEM Manifolds, or HEADERS optional. No Tri-y, 180's

Any hydraulic or solid cam with a maximum of .480" valve lift and stock style lifters.

No High vacuum, solid or roller lifters are allowed. No roller Cam's.

Balancing of engine is permitted.

Factory forged cast-iron or steel crankshaft with OEM factory casting numbers.

No knifing. 50 lb. minimum weight.

Ignition must be factory type. Must be stock H.E.I. production distributor ignition only. No capacitive discharge ignition systems. No racing ignition systems including ignition modules and ignition coil.

No MSD, Accel, Mallory, etc. ignition components except spark plug wires. May hook a RPM limiter.

Engine set back no further than No. 1 plug in line with ball joint.

May run stock oil pan, racing oil pan is optional. Any type breather and valve covers are allowed

BODY: Any 1960 or newer American made sedan with a stock frame.

Wheelbase 101 inches minimum. Fire wall and Floor pan may be stock or fabricate with same thickness steel or .080 or thicker aluminum, must extend past driver's seat to front of the rear end yoke. Floor pan must extend from driver's stock frame rail to passenger frame rail. Both sides of floor pan must be at same level.

Frame connectors for unibody cars allowed.

A stock spoiler will be allowed if the car claimed originally came with a spoiler.

Crossbars are allowed under the floor pan. All other bars are optional.

Stock appearing production body for the make of car.

Front and rear bumpers in stock location, may be tubular with tow hook.

Plastic nose is permitted. No wedge nose.

Fiberglass hoods allowed. No side nerf bars allowed.

Minimum cutting for the tire clearance is allowed.

May enclosure cockpit, must have inspection hole.

Steering column, may be replaced with straight steering column or steering shaft.

Quick disconnect steering wheels allowed.

Quick steer box allowed.

CARBURETOR:

Racing fuel or gasoline. No alcohol, E-85, nitrous or any additives.

Intake Cast iron or aluminum dual plane Intake, No high rise.

No porting or polishing. may be drilled for Vortech Two barrel *500 CFM Holley Must pass track inspection. (Measured with go/no-go gauge).

No Super bowl carburetor allowed.

The bottom of the carburetor throttle bore maximum can be no larger than (1 11/16) inch diameter.

With max stock venturi (1 3/8) inch. Max 1 inch adapter plate OR spacer under carburetor allowed.

Removal of Choke rod, plate and linkage allowed, Choke tower (air horn) must remain intact.

Manual fuel pumps only.

SUSPENSION:

All suspension (shocks and springs) must remain in stock mounts and location for Make and Model of Vehicle.

After market steel springs or racing springs are allowed. No progressive springs or spring rubbers.

No bump stops, bump springs, Packers or any object that stops/slows shock.

After market shock allowed, steel body only. No Heim joints or shock extensions.

No adjustable shocks allowed.

Shocks have a \$300 claim rule. \$300 for both rears/fronts or \$600 for all four.

Stock rear ends may be locked. 9" Ford rear ends allowed, Floater rear ends allowed.

Drive shafts steel only – painted white with strap.

4 wheel working brakes.

Rear disc brakes ok, rotors and hats must be steel. Stock cast calibers

After market pedals will be allowed.

Lowering blocks allowed Non-adjustable ONLY. No adjustable bars. No weight jacks.

No traction control devices.

Stock/OEM Manual or automatic transmission with working torque converter. No aftermarket transmissions.

Minimum 10.5 inch clutch.

Flywheel must be steel and weigh a minimum of 20 lbs.

Wheels and Tires:

D.O.T. max 275/60, or any modified Hoosier race tire

15 x 8" steel wheels max.

Bead lock allowed.

1" lug nuts required.

REAR Tires must punch – 50 anytime.

Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals which alter the manufacturer's baseline-settings of the tire is not allowed.

Grooving and/or siping is permitted.

All sidewall markings must remain visible at all times. Buffing or removing of the compound designations is not allowed.

TRACK MANAGEMENT HAS FINAL SAY IN ANY SITUATION.

IF IT DOES NOT SAY IT YOU CAN'T RUN IT.

VALVE COVER WILL/MAY BE REMOVED EACH RACE FOR TECHING.

****NOTE ALL ENGINES ARE REQUIRED TO HAVE AN ACCESSIBLE MANIFOLD VACUUM PORT AND A TACHOMETER WIRE CONNECTIONT.**

ANYTHING NOT SPECIFIED MUST BE OEM STOCK AND IN STOCK LOCATION.