

CRAWFORD COUNTY SPEEDWAY Pure Stock Rules

The Following Rules are for the Pure Stock division for the 2026 Calendar year. Interpretation or Amendment to these rules may be made at anytime by Crawford County Speedway Racing Officials.

The Rules & Regulations set forth herein are designed to provide for the orderly conduct of racing event 's only, and to establish minimum acceptable requirements for successful events. No express or implied warranty of safety shall result from publications of, or compliance with these rules, and/or regulations. They are intended as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants.

RACE RECEIVERS MANDATORY AT CRAWFORD COUNTY SPEEDWAY

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SEAT, SEAT BELTS & HELMET NECK BRACES & FIRE SUITS : (5 Point harness & Seat Belts) No Factory type shoulder belts or straps can be used. Metal-to-Metal buckles are required on shoulder and Seat belt and are recommended not to be more than 1 year old. Helmet – Snell 90 or SA 95 or better recommended. Window Nets, Neck braces & Fire Suits mandatory

FRAME: Any American OEM full body 1955 or newer. Frame must match body and body must be OEM mounts in stock location. Wheelbase must match car, with no difference in length from side to side. Frame must remain unaltered. Factory Fire Wall must remain unaltered also. Frames may be “X” braced. Camaro’s, Firebirds allowed. Strut cars allowed. Unibody cars may tie frames together. Trailing arms must match car and remain unaltered. WHEELBASE MUST MATCH CAR. Front Shocks must be inside of coil springs. Frame can be tube – round or Square from center of Rear end housing to rear bumper.

ROLLCAGE: Main cage must consist of continuous hoops. You must have 1.75” O.D. tubing, with a wall thickness of at least. 095” low carbon or mild steel. Four post roll cage required, front down bars & rear hoop must be welded to OEM frame. Driver’s head must not protrude outside roll cage with helmet on. Rear hoop must have “X” brace. Front down bars must be tied together.

3 DOOR BARS: All door bars & upright must be min 1.75” X .095” wall thickness. With min of three door bars on both sides, parallel to ground, & perpendicular to driver. MIN. OF 4 uprights tied from front to top door bar on driver side, & min. of 3 uprights on passenger side. Driver’s side 1/8” thick doorplate is mandatory. Steel only.

BODY: All bodies must be OEM in OEM location & match body. 5 inch Spoilers OK. You may have lower side skirting. OK. You are allowed to skin doors. NO Nerf Bars on Outside of Body!

DRIVERS COMPARTMENT: There must be a Minimum of 3 windshield bars in front of driver. Aluminum high back racing seat only, bolted to cage. Seat may be no further back than front edge of B-pillar. Driver must

FRONT SUSPENSION: All components & mounts must be steel, unaltered OEM, in OEM location & match frame. NO Weight Jacks. Ride Height Adjuster OK! Tube Type A Frame OK. Upper A Frame must be Stock Frame Mounts! Must be Non Adjustable upper A Frames!

STEERING: All components must be steel unaltered OEM, in OEM location & match frame. OEM steering column may be replaced with steel steering shafts (collapsible steering shaft recommended). Steering quickners, OK! Or Remote power steering reservoirs. OK! Steering wheel & quick release may be aluminum. Aftermarket Power Steering Pump. OK!

SHOCKS: 2 There must be One OEM or O.E.M. replacement shock per wheel. Racing shocks allowed. All 4 shocks must be in stock location & stock mountings.

SPRINGS: One steel spring only in OEM stock location. Adjustable Shackles. OK!

REAR SUSPENSION: All components & mounts must be steel, unaltered, OEM, in OEM location & match frame. OEM rubber control arm bushing only. NO independent rear suspension allowed. NO pan hard bars, spring rubbers, chain or cable allowed. Any weight Jacks must be Non-Adjustable. Welded Solid. Metric Car Lower Trailing Arms. No Lower than 3 ½ inches from Rear End Housing. Rear spring 14" max.

REAR END: 9 Inch Ford Rear Ends allowed. Floaters allowed. Locking of rear end allowed.

BUMPERS: Bumpers must be approved OEM in OEM location. May have tube bumpers as long as they fit the car to OEM type bumpers. Bumper must be capped on the ends, with NO sharp edges.

TIRES & WHEELS: 8in. maximum Steel wheels only. Racing wheel allowed. Wheel spacers allowed. One-inch O.D. lug nuts Mandatory on all 4 Wheels. NO bleeder valves. All 4 wheels must be same size. Example: Right & Left Front 8 inches. All 4 Tires must be same size. Example Right & Left rear – 8 inches. NO Hubcaps. – No Adapters allowed. None.

MUST UTILIZE PURE STOCK SPECIAL TIRES TO BE BOUGHT AT TRACK.

BRAKES: Steel, unaltered OEM or unaltered OEM replacement, operative on all 4 wheels. Brakes must match car. NO antilock brake systems. Aftermarket brake pedal assemblies. OK! NO! Brake shut-off or bias adjusters allowed. May drill flanges & rotors to take larger wheel studs. Disc Brakes on rear end. OK! NO Adjustments Allowed.

EXHAUST: OEM cast iron manifolds only. No Headers. NONE – Exhaust pipes must have a left side exhaust pipe. Must have a right side exhaust pipe. No pipe on either side can be

any longer than 4 foot long. Exhaust must be under Car Type. Must be secured properly. If pipes are lost on track. Driver will have to go to pits and not return to race. NO LTI Exhaust!

FUEL & FUEL SYSTEM: Must run OEM mechanical push rod fuel pump only. O. E. M. 4 Barrel Rochester Quadra Jet carburetor. May remove choke plate. 2 barrel Holly (4412) with 1-inch adapter to manifold. No Modification. Stock Only. Spread bore Holley Carburetors. Holly Carburetor must be a single line – Single pump – Vacuum secondary. Must bolt directly to cast iron Quadra Jet intake manifold. 1-inch adapter only. Eldelbrock 600 No Modifications 3.

FUEL CELL: Mandatory, with metal container enclosure. Pump Gas or Racing Fuel – NO alcohol. NO E85.

WEIGHT: 3200 LBS. Car & Driver after the race on CCS scales. Bolt on weight OK! NO lightening of car by any means allowed except the removal of unneeded sheet metal & under hood equipment.

BATTERY: One 12-volt car battery only. Must be mounted in approved battery box.

IGNITION: Must run OEM distributor.

TRANSMISSION: Coolers must be mounted in front of radiator. All forward & reverse gears must be operational. A manual: Must be unaltered OEM 3 or 4 speeds, with minimum 11” clutch. Hydraulic clutch release bearings. OK. Steel unaltered flywheel only. Stock type pressure plate, NO altering allowed. Automatic: Must be unaltered OEM, with unaltered pump. Must be in original bell housing, with minimum 10” torque converter. Converter must hold minimum of 3 quarts of fluid. Must have shield around outside of converter housing. Flex plate be full, unaltered OEM, or OEM replacement. Drive shaft: MUST BE PAINTED WHITE. **NO CORVETTE FLYWHEELS**

ENGINE COMPARTMENT: Engine must be OEM location; using OEM mounting holes for V8 motor mounts. Cross member must remain stock & unaltered in the stock location.

ENGINE SPEIFICATIONS: Steel OEM V-8 Block only. NO GM BOWTIE, FORD SVO OR MOPAR W-2 BLOCKS, HEADS OR INTAKES ALLOWED. NO G.M. POWER PACK HEADS. NO DOUBLE HUMP HEADS. O.E.M. Stroke must match block. NO 400 or larger cubic inch parts allowed. Maximum 361 c.i. For GM, 363 c.i for Ford & 370 c.i. For Mopars. Must use OEM or OEM like pistons. Flat Top Pistons only. Stroke 3.48” GM 3.5” Ford & Mopar – Rod 5.75” GM, Ford & Mopar - CCS Approved O.E.M. - GM cylinder head. NO vortex head. No Ford after market SVO heads. NO Mopar after market W-2 heads, 360 heads only. No aftermarket heads allowed. NONE. 190 intakes Valve. 150 exhaust valve. No 305 heads allowed on G.M. 350. 305 heads can only be in a 305 G.M. Block. No headwork can be done in Pure Stock heads. Only Machine shop work will be flat milled only. No Angle Milling. No Cutting heads for larger springs. Valve guides or Bosses. Flat top pistons only. Must have 4 valve reliefs.

Cannot machine block, other than flat surface deck height on piston cannot be higher than block. Cont. No Zero piston deck height allowed. Open chamber heads only. Must pass 76 CC test. No Close chamber heads allowed. NONE. Intake must have unaltered OEM 4-barrel cast iron Quadra Jet manifold. NO aluminum hi-rise, marine, or vortex intakes. NO porting polishing or alterations of any kind to head & intake. May. NO roller rocker arms. No roller Tip Rocker Arms. Must use stock rocker ratio 1.5" GM. Aluminum Water Pump and Crankshaft pulleys. OK. May use G.M. – O.E.M. Quadra Jet Aluminum Intake. NO Aftermarket Intakes. Must have blow proof bell housing. G.M. - O.E.M. Heads only! 4

CAMSHAFT: Lift not to exceed .430" at the valve on intake/exhaust. No Tolerance. This is basically a stock profile camshaft. NO special grinds are allowed. Hydraulic only. O.E.M. ONLY. NO bleed down lifters. Vacuum Rule – Must pull – 16in at 1000 RPM after the race.

MOTOR CLAIM. No Motor Claim!

PROTEST: See general rules for further details.

CAR TECH - Any car that wins any 4 "A" Features during the current Racing season must take 1 head off for inspection at Tracks option. If a racecar is found illegal. The car and Driver will be disqualified.

Drivers: if it does NOT SAY IT, that doesn't mean you, can do it. Check with CCS Tech before you do anything to your cars that are questionable. OEM does not mean HIGH PERFORMANCE. If you cannot find the OEM parts at your local parts store, then chances are you cannot run it.

Note to Drivers: IF YOU HAVE WON 2 CHAMPIONSHIPS IN A CLASS, YOU MUST MOVE UP TO ANOTHER CLASS.

Drivers must attend the Driver's Awards Banquet to receive awards.

Only one class for point money & must race 20 nights or have 500 points for awards for the current racing season. Must Attend the Drivers Awards Banquet to Receive Awards!

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CCS Track-479-632-1942 for more information. PH: 479-632-2749-nights or weekends.

Call or text 479-670-9111 or 479-632-7201

Website- CrawfordCountySpeedway.net

Crawford County Speedway Facebook & MyRacePass