



2026 Pure Stock Rules

- CMS Officials reserve the right to add weight penalties for minor infractions. Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding on all participants.
- If necessary, rules may be updated, changed, deleted, or added to at the discretion of the officials.
- All rules are subject to interpretation by CMS Officials and all rulings are final.

A. WEIGHTS:

1. 3200 lbs. with driver with aftermarket bodies after the race. 56% maximum left side weight.
2. 3150lbs. with factory stock appearing steel body. 56% maximum left side weight.
3. Lead Inspection will be part of post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a \$500.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a \$25.00 per pound fine to the team. (no pellets, tungsten or similar weight allowed)

B. CAR / SAFETY:

1. Any 1960 or newer American made sedan with a stock factory wheelbase (1 INCH TOLERANCE).
2. Must have minimum 4" ground clearance under entire car.
3. All cars will be required to have at least a 4-point roll cage. Roll cage must be welded to the frame rails, and all connections must be welded. All cages must have minimum diameter of 1 1/2 inch and minimum wall thickness of .090.
4. A minimum of 3 horizontals in driver's door, and minimum 2 bars in passenger door.
5. Must have stock front firewall and both sides of the floor pan to rear of driver's seat, (Steel firewall and floor allowed covering the car door to door 16 gauge). (Weight will be added if not in stock location; a small tolerance will be given.)
6. May repair or patch the firewall and floor pan.
7. May use racing steering wheels with quick release hub.
8. Must have at least 3 windshield bars in front of the driver.
9. Must have a 4-point release type seat belt and at least 3 inches wide at shoulder.
10. Racing seat required.
11. Boxing of drivers compartment must have an inspection panel.
12. Unibody may be tied together.
13. Front and rear clips must remain complete stock.
14. No jig-built cars (meaning no scabbed over late model's frames).
15. No Mixing of frames. Example: No Camaro front clip with metric rear.
16. Fuel cell mandatory and must be in a steel container. You can alter floor to mount cell but must be sealed.
17. May replace stock dashboard with sheet metal.
18. Must have bumpers front and rear, aluminum or steel bumper allowed, it must fit properly. Must have front tow hook.
19. **No radios allowed.**
20. Window net mandatory when on track.
21. Stock frame rails may be repaired with 2x3 tubing. Most of the stock frame must remain. (It must be approved by CMS Official's).

C. BODY:

1. Bodies can be factory steel, sheet metal or aluminum. **Plastic front fenders permitted.**
2. Maximum spoiler of 5 inches x 60 inches. (measurement is with bends).
3. Quarters can be no more than 2 inches outside of spoiler at top. 60" spoiler.
4. Side supports no higher than 5 inches in the back, 12 inches long at the bottom, 3 inches high at the front, no more than 3.
5. If roof post are not stock, then they must have stock dimensions (weight may be added).
6. No sloped nose pieces and flares (no iroc, MDE, Dominator type).
7. All bodies must be mounted straight up and centered on car. All bodies are subject to approval by the technical inspector.
8. Fiberglass hoods permitted.
9. May run aftermarket nose and tail piece. Rear of car must be closed with tail piece or sheet metal.
10. Rocker panels not required.
11. Nose must match car.
12. Maximum deck height of 40 inches.

D. SUSPENSION:

1. \$100 claim rule on shock with a 2-purchase minimum.
2. All suspension parts must be OEM stock replacement (unless otherwise stated in the rules).
3. **May run heim end shocks on front. Can be relocated. Rear may be heim end but must be located within 1" of factory location.**
4. No adjustable shocks inboard or outboard (no Schrader valves).
5. Jack screws and adjustable cups permitted.
6. No Chrysler or fiberglass leaf springs permitted.

7. Screw jacks and adjustable shackles on the rear permitted.
8. Dual master cylinders allowed and maybe driver adjustable. No brake shut offs. No Aluminum brake calipers but disk brakes are permitted.
9. Trailing arms must be stock, in stock location, except you may use offset bushing.
10. No adjustable holes in frame of any kind for anything. (Must use stock frame holes only).
11. May relocate any nonadjustable top A-frame towers, may run tube upper arms. Towers CANNOT be adjustable.
12. May cut stock upper arms. Lower control arms must be stock and in stock location.
13. Stock OEM spindles only.
14. Stock type steering box only.
15. No 5th shock pull bars, or reese bars (no traction enhancing parts).
16. Aftermarket power steering pump and steering quickener permitted.
17. Howe style sway bar ok
18. All steering components must be stock with the exception of tie rod ends. Tie rod ends may be replaced with heims.
19. Metric cars may run stock replacement, non-adjustable, tubular rear trailing arms and control arms. Must be stock length.

E. REAREND:

1. Stock rear end or Ford 9 inch.
2. Disc brakes and a floater permitted.

F. ENGINE:

Option #1 (Must match GM specs)

1. Unaltered GM 602 crate and must be factory sealed. Deduct 75lbs for sealed 602 engines.
2. Holley unaltered carburetors up to 650 HP 4150-80541 (zinc or cast aluminum only) four-barrel with no alterations allowed.
3. Body of carburetor - no polishing, grinding, or drilling of holes permitted. No paint or any other type of coating other than from the carburetor manufacturer is allowed inside or outside of the carburetor.
4. Any attempt to pull outside air other than down through venturis is not permitted.
5. A minimum of two return springs is required. Throttle stops recommended.

Option #2

1. All parts must have a stock, part, or I. D. Number.
2. No titanium parts of any kind.
3. GM 350 c.i.d., Ford 351 c.i.d., Chrysler 340 or 360 c.i.d. engines only. Maximum of .060 for bore plus .010 wear.
4. Engines must be mounted in stock location center of chassis, #1 spark plug must be in line with or in front of upper ball joint.
5. Engine must be the make of the car.
6. No big blocks or 400 cubic inch engines permitted.
7. Stock stroke for engine used (3. 48" Chevy). Engine balancing permitted.
8. Deck may be surfaced, but pistons may not exceed the top of block.

PISTONS:

1. Any flat-top piston. Four eyebrow hypereutectic or forged pistons only. Must have all rings and a minimum of 1/16th and 3/16th. No dome pistons permitted. I Con Piston # IC 9913 flat top 4 valve relief will be allowed. No metric rings permitted.

CAM:

1. Maximum cam lift is .500 with standard firing order only.
2. Any Stock diameter hydraulic flat tappet lifter set with zero lash.
3. Any timing chain. No gear or belt drive.

HEADS:

1. Factory replacement cast iron heads that have a minimum of 72cc and no altering of any kind. World Product Head #4360, RHS Head# 12400 and Dart # 10021070. OEM Factory 70cc open chamber heads permitted. No vortec, angle plug, or bowtie heads permitted. No angle milling permitted.
2. Bowl cut must not exceed 1", must retain lips, no hand grinding.
3. 3 angle valve job permitted.
4. No mismatching of Cleveland or Windsor heads, Ford production Iron head only. Mopar production Iron head only.
5. No porting and polishing on heads. (No alterations).
6. Rocker arms 1.5 roller rocker ok steel or aluminum. 1.52 roller tip ok. No shaft mounted rocker arm systems.
7. Stud girdles permitted. May run screw in studs 7/16 and guide plates. May run poly locks.
8. Stock diameter steel retainers only.
9. Stock type valve springs only (1. 265) valve spring size. No beehives and double valve springs.
10. Must have stock diameter stems, no lightweight valves. Valve size 1.94 intake 1.5 exhaust.
11. 350 EQ1 Heads are allowed.

RODS:

1. Stock, Eagle, or Scat rods with stock length of make. (Chevy 5. 7 connecting rod-H or I beam) 3/8 rod bolts only.
2. No aluminum, titanium, Carrillo rods.

CRANK:

1. Any cast or forged crankshaft with a stock stroke, stock main journal size and stock rod journal size. Minimum of 47 pounds. Will be weighed with pilot bushing and bolt.
2. Must be run as produced, counterweights must not be windage cut when balancing, angles cannot be altered. No billets.

INTAKE:

1. Cast iron intake - (no high rise or air gap allowed) or Edelbrock aluminum intake part # 2701 only is allowed.
2. Intake no higher than low rise manufacture specs, (If the manufacturers specs say it is a high rise, it is a high rise.)
3. 1 inch spacer on intake. (no higher than 1. 250 with gasket). Carb pad height will be no higher than A-B measurement (4. 55), A-B measurement is without spacer.

4. *No porting, cutting, or polishing of any kind.*
5. *No bowtie or marine intakes.*

DISTRIBUTOR:

1. Any stock type HEI style distributor. No MSD ignition boxes but an MSD module is permitted.
2. Rev. limiter permitted but cannot be mounted in the driver compartment.

CARB:

1. Any 600-cfm stock replacement vacuum secondary center section 1850, 80457, 80451, etc. dual lines with metering block on the back ok, choke horn and list number must remain intact. Must be for make and model of car. Can remove choke butterfly. No porting and polishing. Dual feed bowls permitted. Main body and base plate must meet stock Holley specs. Stock butterfly and uncut 6 brass screws. Maximum of 1 inch spacer or adapter. Gaskets and spacer cannot exceed 1.350." No screw in air bleeds.
2. No double pumpers.
3. Quadra jet permitted (small block).
4. Can run electric fuel pump. Must be wired to safety switch.

G. FUEL:

1. May run Sunoco 110 racing fuel or 93 octane pump non ethanol gas. No E85 or any types of additives.

H. TRANSMISSION / DRIVELINE:

1. Stock type transmission only. No racing transmissions.
2. Stock type 10.5 clutch and pressure plates only with a minimum combined weight of 13 pounds. No triple disc. Flywheel must weigh a minimum of 14 pounds. No aluminum flywheels.
3. Automatics must have stock diameter torque converter. No racing transmission or dummy converters.
4. Any steel driveshaft.

I. WHEELS:

1. 10-inch steel wheels only. Wide 5 wheels allowed but must have steel adapters. Bead locks permitted.
2. Track tire will be used Hoosier F45. Tires must be purchased at the track with track brand and serial number recorded. Numbers will be checked in post-race tech. Must match cars tire list. Any tire missing both serial numbers or if serial numbers do not match cars tire list car will be disqualified.