



CENTERVILLE SUPER SPEEDWAY

2026 FACTORY STOCK RULES (FORMERLY PURE STOCKS)

The Rules & Regulations set forth herein are designed to provide for the orderly conduct of racing events 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 CENTERVILLE SUPER SPEEDWAY - NO EXCEPTIONS!

1 - Minimum of 4-point roll cage required with two down bars to rear (front bars optional).

Track officials will have final say, if in doubt ask tech man look at it (You know what roll over bars are supposed to be; use good judgment).

2 - Fuel cells required (32-gallon max) must be securely mounted and protected. 87 Octane fuel ONLY. No other additives or enhancements.

3 - All parts not mentioned in these rules are to be OEM (Original Engine Manufacturer) for that car unless otherwise authorized by tech officials.

4 - **FRAME:** Any year model American made car; no front wheel drive cars allowed. No subcompact cars, chassis not to be altered unless fixed from wreck. All unibody cars may have frame tied together. No narrowing of any frame rails (LR or RR). No tolerance on this matter. No shortening or narrowing of any frame allowed.

5 - **BODY:** All bodies must have a factory production appearance and be made of sheet metal or aluminum. Body must match frame. Must have a stock steel roof. Hoods and trunk lids must be securely fastened with pins. Bat wings and 10" spoilers allowed. Aftermarket plastic nose and tailpieces allowed. All glass must be removed. All doors must be securely attached.

Raised quarter panels allowed. Fenders and quarter panels may be trimmed for tire clearance. Rear of body may be open 8" maximum on each side. Deck height not to exceed 38" in height. Spoilers allowed. All headlights and taillights must be removed. Car number must be clearly marked 24" in height and must be on both sides and roof of car.

6 - **FLOORPAN/FIREWALL:** Floor pan/firewall must be stock and in stock location. Holes in firewall must be covered with metal. Rear firewall must be in stock location and unaltered, but holes covered with metal.

7 - **BUMPERS:** Bumpers may be square or round tubing minimum of 1 ½" od tubing and not protrude past the cars body. Must have tow loops on front and rear of car. Bumpers must be steel or aluminum and front bumper must be covered with plastic nosepiece. No sharp edges on bumper or bolts.

8 - **WEIGHTS: ALL WEIGHTS MUST BE PAINTED WHITE WITH THE CAR NUMBER ON IT. MUST BE SECURELY FASTENED WITH TWO (½") BOLTS. NO WEIGHT TO BE MOUNTED TO REAR END HOUSING OR ANY SUSPENSION PART. NO LEAD OR WEIGHT TO BE ADDED TO INSIDE OF TIRE.**

9 - **INTERIORS: OPEN INTERIOR ONLY.** May replace factory dash with aluminum. **NO REAR-VIEW MIRRORS.** Factory gauges may be removed. All flammable materials must be removed. Factory wiring harness may be replaced or removed. Racing seat is mandatory and cannot be further back than 28" forward of the centerline of the rearend housing. 5-point harness is mandatory. Racing helmets are mandatory. Neck brace or head/neck restraint (Hans or hybrid) recommended. Full fire suit with fire resistant gloves and shoes recommended. **MUST HAVE FIRE EXTINGUISHER MOUNTED IN REACH OF THE DRIVER.**

10 - **QUICK STEER ALLOWED.** No stock columns. Quick release steering wheel mandatory.

11 - **WEIGHT:** 3,400 lbs after race with driver. Top 3 cars must weigh after heats. Top 5 cars must weigh after feature. B feature qualifying cars must weigh.

12 - **ENGINE/DRIVETRAIN:** must have 180-degree blow proof steel bellhousing (1" inspection hole required if 360 degrees). Engine must be stock production. No aftermarket blocks allowed. Casting numbers must be readable. No 400 blocks allowed.

GM TO GM. FORD TO FORD. DODGE TO DODGE

No bowtie or aluminum blocks allowed. Cast crank must be stock for that block. Rod and main journals must remain stock size for that engine/crank but can be turned .010,.020,.030 undersize. Stock rods only can replace stock rod bolts with ARP must be thru bolt. No H-beam rods. You must run 4 valve relief cast or hyper pistons. No lightened or forged pistons no polishing of rods allowed. Engine must have no more than 175 pounds of compression per cylinder with ignition off and engine turned over 5 revolutions. Must have 1" inch inspection plug in oil pan on driver side behind the motor mount. Maximum cubic inch of 360 GM, 363 FORD and 370 MOPAR allowed. Engine must be in stock location.

13 - **INTAKE:** Any unaltered OEM cast iron or aluminum intake (marine included) or any unaltered aftermarket dual plane intake allowed. Must be approved by track official. No porting or gasket matching or the intake or heads allowed. No acid dipping; intake cannot be reworked under carburetor area or in intake runners. No air gap. No Brzezinski intakes allowed. No torque link cross ram types allowed. Plenum divider must be flush or even across the top.

14 - **EXHAUST:** manifolds or headers allowed. No tri-Y. Headers cannot stick outside of the body.

15 - **CARBURETOR:** Holley 4412 stock carburetor only. No racing carburetor whatsoever. Choke horns must be in place. \$100 and swap claim on carburetor. If a carburetor is claimed the track will mark the carburetor and you must run the carburetor you claimed the following weekend.

16 - **IGNITION:** OEM factory distributors only. (GM=HEI). Part numbers for distributors from kmjperformance.com are (ARC10350004 & ARC1035012) these sell for \$49.99. Phone number to KMJ (515)-733-2890. Battery may be relocated and must be securely mounted in a battery box with tray/strap holding it down. Battery must be mounted in marine type case if mounted in driver compartment. No tachometers allowed. No onboard electronic devices capable of storing information of any kind. No electronic amplifying devices are allowed. Distributor can be claimed and swapped for \$50 but will be marked by track and must be run the next weekend.

17 - **CAMSHAFTS:** Hydraulic flat tappet camshaft and lifters only.450 max lift at the valve. Stock rocker arms only. 1.5 ratio for GM/MOPAR and 1.6 ratio for FORD. Must maintain a minimum of 14 inches of vacuum at 1200 rpms. No solid lifters are allowed. No mushroom cams. No roller lifters are allowed. Zero valve lash is required.

18 - **HEADS:** Stock cast OEM production. Vortec heads ok. No porting or gasket matching is allowed. No acid dipping allowed. Maximum valve head size of 1.94" for intake and 1.50" for exhaust. No titanium or stainless valves. Maximum 1.25 OD valve springs only. Must have no more than 100 pounds of seat pressure. No beehive allowed. Stock press in studs only. Polylocks ok. No stud girdles allowed. No aluminum heads. No GM angle plug heads. No bow-tie performance heads. No Brzezinski products. Ford and Mopar are allowed GT40 and W2 heads. Casting numbers must be readable by the tech official.

19 = **TRANSMISSIONS:** Factory stock automatics or standard transmissions must have all working gears. 10 ½" minimum stock clutch. Acceptable flywheel for GM from O'Reilly's part numbers FW148 and NFW1017. Acceptable clutch kit for GM from O'Reilly's part number K1675-10. Pressure plate must have springs. Clutch/pressure plate/flywheel must be stock and purchased from O'Reilly's parts store no aftermarket clutches allowed. Aftermarket clutch pedals are allowed. Stock type 10" or larger working torque converters required on all automatic transmissions and must contain no less than 3 quarts of fluid. Driver must be able to put car in gear from park to neutral and move forward and reverse at any time requested. Must have driveshaft loop or chain 6 inches back from front u joint.

Driveshaft must be steel only and must be painted white. No dummy torque converters. No lightened transmissions. No direct drives.

20 - **TIRES/WHEELS:** Asphalt pull off tires only. No recaps or dirt late model tires. Steel racing wheels only maximum 10" width. 5/8" wheel studs and 1" lugs mandatory. No bead locks allowed. No plastic or aluminum wheels and no bleeder valves are allowed. Tires must always durometer no less than 50. No weights added to inside of tire/wheel. Tires can be slick or grooved. **No siping/needling allowed.**

21 - **SPRINGS:** Racing springs allowed. No adjustable/cheater weight cups allowed on car at all unless welded up. If you run these you may be asked to remove them for tech. If they move you are disqualified. Rear springs must mount in stock upper frame spring pads only. No spacers anywhere. Spring cups must be welded to top of rearend housing. 13" tall springs on rear maximum. Spring slides are allowed.

22 - **SHOCKS:** No racing shocks allowed. Shocks must mount in stock location on front and rear. Only 1 shock per wheel. The GM rear OEM shock location on rear is 4 ½" from bottom of rearend housing to the center of shock bolt and must be centered on the control arm bracket. Shocks must be rubber mounted. Shocks must be stock OEM replacement bought from parts store only. Acceptable shocks from any O'Reilly's parts store:

Front: (Monte Carlo metric car fronts parts: GM147 Master Pro & 5840 Monroe).

Rear: (Monte Carlo metric rear parts: GM121 Master Pro & 5802 Monroe).

Front: (Camaro front parts: GM105 Master Pro & 5801 Monroe).

Rear: (Camaro rear GM137 Master Pro & 5831 Monroe). There will be a \$20 claim and swap on shocks.

23 - **FRONT SUSPENSION:** All components and mounts must be steel, unaltered OEM. Must be in stock location and match frame. OEM rubber A frame bushings allowed only. Stock OEM ball joints allowed only. No chains or cables for suspension stops are allowed. The upper and lower A frame mounts must not be altered and must be in stock location. No suspension stops of any kind are allowed unless OEM. OEM lower control arms only. 100% OEM replacement tubular upper control arms ok (MUST be exact match at all points!).

No offset center shafts. No heim/johnny joints allowed. Tie rods must be stock. Stock spindles only.

24 - **REAR SUSPENSION:** All components must be steel, unaltered, OEM location and match frame. OEM rubber bushings allowed only. No heim/johnny joints allowed. The center of the rear lower control arm mount bolt hole must be 2 ¼" from the bottom of the rearend housing. No tolerance on this. You can only have 1 mounting hole for lower and upper control arms. Can not be adjustable up and down or front to rear. No independent rear suspensions. No sway bars, no panhard bars, no J bars.

No suspension stops allowed at all unless OEM. Trailing arms must match frame and be stock. Wheelbase must be stock and match frame with 1" tolerance from factory.

25 - **BRAKES:** May run 3- or 4-wheel brakes. The only brake that can be taken off is the right front, no shutoff valves allowed. Aftermarket brake pedals are allowed. No brake bias adjuster allowed to adjust front to rear. No front to rear shutoff allowed. No left to right shutoff allowed. Brake bias gauges are not legal. Brake lines must be visible. Must run stock brake pads and calipers from any parts store. Acceptable brake pads from O'Reilly's for Monte Carlo: MKD154 & SM154. Acceptable brake pads for Camaro: MKD52 & SM52. No aftermarket hawk or like type pads allowed.

26 - **REAR END:** 9" Ford floater allowed but must be mounted as an OEM centered rearend for that make and model. No cambered rearends allowed. No gun-drilled axles. No weights inside of rearend or mounted on rearend at all. No torque dividing mini spools or differentials are allowed. No gold tracks. GM rearends must have axle retention. All rearends must be locked.

27 - **PROTESTING:** THE TRACK HAS THE RIGHT TO PROTEST ANY CAR AT ANY TIME. ANY DRIVER PROTESTING ANOTHER DRIVER MUST HAVE PARTICIPATED IN TWO PREVIOUS CONSECUTIVE FEATURES AT THE TRACK AND ONLY THE TOP 4 CAN BE PROTESTED.

PROTESTING CAR MUST HAVE FINISHED ON THE LEAD LAP. DRIVER BEING PROTESTED WILL HAVE 10 MINUTES TO COUNTER PROTEST. ANY PROTEST MUST BRING THE CASH TO THE FLAGMAN before the driver and car leaves the track.

\$500 ENGINE CLAIM CASH AND SWAP. INTAKE TO OIL PAN DOESN'T INCLUDE CARB \$300 COMPLETE TEARDOWN OF ENGINE/INCLUDES CLUTCH/UPPER ENGINE AND CRANKSHAFT WEIGHT

\$100 UPPER ENGINE PROTEST THIS INCLUDES HEADS/INTAKE/BORE/STROKE.

\$50 OF THE PROTEST MONEY GOES TO DRIVER POINTS FUND

\$100 PROTEST ON SUSPENSION/SHOCKS

\$20 CLAIM AND SWAP ON EACH SHOCK.

\$100 CLAIM AND SWAP ON CARBURETORS. MUST RUN THAT CARB THE FOLLOWING WEEK

\$50 CLAIM AND SWAP ON DISTRIBUTORS. MUST RUN THAT DISTRIBUTOR THE FOLLOWING WEEK

TRACK RESERVES THE RIGHT TO CLAIM ANY SHOCK AT ANY TIME FROM ANY CAR.

TRACK RESERVES THE RIGHT TO PROTEST ANY CAR AT ANY TIME

IF THE CAR IS NOT LEGAL, THE DRIVER AND CAR WILL LOSE ALL POINTS FOR THE NIGHT.

ANY CAR THAT WINS 3 FEATURES IN A ROW WILL AUTOMATICALLY START 12TH IN NEXT FEATURE THEY RUN.

THERE WILL BE NO COURTESY NIGHTS FOR RULES.