

# 2026 Blackwater Speedway Pure Stock Division Rules

## REVISIONS

March 15, 2026

- Added Edelbrock part number 2701 as aluminum intake option in addition to previously approved Weiand part number 7547
- Lowered minimum torque converter size to 10" and minimum weight to 20 pounds
- Under Suspension, removed "no racing shocks" from rule 2 and clarified rule 7 to read: "Stock-mount steel body shocks only. Afco K-Series and Pro Shocks stock mount shocks are allowed. No adjustable, rebuildable, or take-apart shocks permitted."
- Increased shock claim cost from \$175 to \$250.

## BODIES & FRAMES

1. 1969 or newer.
2. 4-point cage minimum with 3 door bars on each side. May run full cage. All welds and structural integrity must be satisfactory to the chief technical inspector. Vent bars on both sides of the car measuring no less than 10" in length with minimum .095 thickness, 1 ¼" round tubing.
3. All glass must be removed.
4. All body parts must remain stock except rear bumper may be replaced by 2x2, 2x3, or round tube but must be extended no further than 5" from frame rails. No pointed or sharp edges of any kind. No solid stock. Rear bumper must be capped off at the ends.
5. Frames, suspension and steering must remain stock, complete, and unaltered unless otherwise specified in the rules.
6. May skin car with sheet metal, may be aluminum (.040 minimum) or steel (24 gauge). Must retain factory steel roof panel. Must retain factory body lines for car being run. Sail panels must appear stock, no exotic panels. It must appear stock. No spoilers or side spoilers allowed. Hood must measure no less than 46" width, and 46" length. Trunk must measure no less than 44" width and 30" length. The body must be the same width across the front and the rear. All holes in firewall and floor pans must be sealed. Hood and trunk panels may be aluminum.
7. Minimum roof height is 53" and 58" max. Must measure same at front and rear of the roof panel. No sloping or angling of the roof, must appear stock.
8. Maximum distance from firewall to back of seat 59".

9. Monte Carlo nosepiece only, 78-86. Must be mounted upright like stock.
10. Back must be enclosed. May use aftermarket tailpiece.
11. Minimum door opening 13".
12. Must have stock roof.
13. Rear deck from speaker platform to back of seat may be sloped to seat bottom.
14. No boxing of interior.
15. Rear deck height 40" on hung bodies (minimum 35").
16. No more than 3" fall from firewall to rear of nose piece.
17. Unibody cars must tie sub-frames together in a manner that is acceptable to track officials.
18. May run aftermarket Camaro nosepiece on Camaro chassis.

## **ENGINES**

1. No aluminum engine parts.
2. Unmodified Holley part #4412 only. No modifications except choke butterfly and shaft may be removed. Choke horn must remain unmodified. Maximum 1" aluminum spacer/adaptor with 1 gasket per side not to exceed .065" in thickness.
3. Unmodified cast iron 2 or 4 barrel intake manifold must be factory OEM stock. Must be factory low-rise OEM stock. No bowtie, airgap, or marine intakes. No GM 14098242 or GM 14096422 intakes. No porting, polishing or milling allowed on any intake. Only aluminum intakes allowed are Weiand part number 7547 and Edelbrock part number 2701.
4. Headers allowed, part number SUM-G9005, Schoenfeld 910-13185, or Flotech 11108FLT, No center dump manifolds. No crossover or "H" pipes. Exhaust must extend to the transmission crossmember with turndown. Maximum I.D. on pipe is 3".
5. No phenolic/wooden carburetor spacers.

## **CYLINDER HEADS**

1. Stock production heads only and must be for 350 engine only. No closed chamber heads, no aluminum heads. No Vortec heads. No angle plug heads. The following heads are not allowed (last 3 casting #s) 040, 041, 186, 291, 292, 461, 462, and 492.

Any questionable heads must be approved by chief inspector prior to racing. #EQ  
CH-350i Cylinder Head with 1.94 intake, 1.50 exhaust valves.

2. Maximum compression 165 lbs. (+10) with exhaust valve disabled, all plugs removed, and carburetor in full open position with a battery charger if needed. Time limit may be enforced by chief tech inspector.

3. No flow work on heads, no port matching, no angle milling.

4. Stock diameter (1.25 in) valve springs. No beehive springs. No over sized valves, max size is GM 1.94 intake 1.50 exhaust. Ford 351w & 302 2.02 intake and 1.60 exhaust. 3 angle valve job ok. No angle milling allowed.

5. Stock rockers, stock ratio only GM 1.5, Ford 1.6. Screw in studs and guide plates ok. No stud girdle. Poly locks ok.

### **ENGINE BLOCK**

1. Block may be bored max .060" over maximum 360 cid.

2. Stock production rods only. 5.7 only must have factory markings. Must be stock length for engine being used. Nut and bolt type.

3. No dome or pop up pistons. Aftermarket dish, flattop 2 or 4 valve relief pistons ok.

4. OEM crankshaft or OEM replacement cast or steel crankshafts only. Scat #9-10442, Scat #9-10526, Eagle #103523480, stock stroke. No lightening, no knife edge, no polishing.

5. Aftermarket oil pan ok. 1" inspection plug welded in oil pan 5" from front seal and 1 ½" down from pan rail on drivers side. Should be between second and third pan bolt. Should not be obstructed by windage tray. Must be able to remove at the track for inspection purposes.

6. Aftermarket hydraulic camshaft allowed. Maximum lift .284" measured at the cam. Cast crank 47 lbs. minimum and steel crank 50 lbs. minimum.

7. Firing order must remain stock and unaltered, No 4-7 swaps

8. Aftermarket aluminum radiator ok.

9. Any water bottles or other cooling devices must be securely mounted on right side of car and forward of the rear end.

10. Aftermarket power steering pump and aluminum pulleys ok.

11. Aluminum water pump ok.

### **TIRES AND WHEELS**

1. 8 inch wheel maximum width.
2. Towel City Yellow Dot tires only, all 4 tires.
3. 1" Lug Nuts Mandatory.
4. Bead lock wheel on right rear only.
5. 2" or 3" offset.
6. No wheel spacers.
7. No tire alterations of any kind allowed (chemical or physical). Automatic disqualification.

### **REAR END**

1. Locked, limited slip, or shimmed allowed.
2. Rear end must be for make and model of car being used.
3. Aftermarket axles are recommended.

### **SUSPENSION**

1. No modifications allowed. Stock rubber bushings, no monoballs, no offset bushings.
2. Stock diameter springs only, may change rate, no screw type adjusters.
3. No adjustable spring spacers allowed, must be solid.
4. NO sway bar.
5. Solid spring spacers ok, no adjustable screw type adjusters allowed.
6. Steel aftermarket upper "A" frame allowed. Non-adjustable. Stock length. Stock type ball joint of stock length. No screw in ball joints. Right front uppers must be 8", left must be 8 1/2".
7. Stock mount steel body shocks only. Afco K-Series and Pro Shocks stock mount shocks are allowed. No adjustable, rebuildable, or take-apart shocks permitted.
8. Must have WORKING FOUR WHEEL brakes.

9. Four-wheel disc brakes OK. No Aluminum brake parts. No Scalloped rotors.
10. Single brake master cylinder only. No brake adjustments of any kind. No valves of any kind. No regulating of brake pressure of any kind (other than the drivers foot). Brake lines must be routed in a manner in which the complete length of line may be inspected by track officials.
11. Three-piece spindle ok- IMCA/Speedway STAMPED. No short arm. Center link stock. Part number DS 909
12. No suspension binding of any kind via chains, cables, etc. Suspension must be able to move freely.
13. No internal or external bump stops on shocks. Shocks must fully depress and fully extend.
14. May change rate of leaf springs. Must mount in stock location. Mono leaf not allowed.
15. No sliders on leaf spring cars. Spacing Blocks allowed but cannot be wedge or adjustable.
16. Front frame must match rear.
17. After market non-adjustable rear trailing arms that meet factory measurements are allowed. Upper Rear Trailing Arms 11 ¼", Lower Rear Trailing Arms 19 1/2" (measurements are center to center of the trailing arm bushings).

### **SHOCK CLAIM**

1. Any eligible driver finishing feature that is scored on the lead lap can claim all shocks for \$250 from any of the top three drivers.
2. Only driver may claim and agree to sell or refuse. In case of multiple claims on same item, drawing will be held to determine outcome. Claim is not charged to drivers not awarded item. If first eligible driver withdraws claim, next eligible driver will be awarded claim.
3. Driver must report the claim to the Chief Technical Inspector IMMEDIATELY after the feature race and must have CASH in hand.
4. All claimed items must be removed at the track, within a reasonable amount of time (at discretion of track officials) and must leave the track under possession of claiming driver. If any driver is caught at the track claiming for another driver, both drivers forfeit all cash, trophies and contingencies for event.

5. During a claim, all shocks should be inspected for legality prior to transfer of items. If claimed item is found illegal, driver is disqualified. Claimer then has option to accept or decline claim.

6. Refusal to sell any claimable item forfeits all cash, trophies, contingencies, and points for the event.

### **GAS AND GAS TANK**

1. Fuel cell recommended, must be mounted in the center of the car.

2. Fuel lines must be routed so they cannot be ripped loose from racing action. If ran through interior of car, they must be in conduit or other protective metal casing. They must be insulated in protective casing from fuel cell to fuel pump so that the fuel line may not be damaged in competition.

3. Fuel cell must be mounted in can with two 2" straps top and bottom. Must have tip over valve.

4. Fuel Cells will be only 16 gallons. No larger than 26x19x13, and no thicker than 18 gauge metal.

5. Gasoline or racing gas ONLY. No Methanol or Alcohol. No Nitrous Oxide. No Propylene Oxide. No Methanol or Alcohol. No Nitrous Oxide. No Propylene Oxide. No Nitromethane. No MTBE. No E-85.

### **GENERAL**

1. ANYTHING NOT SPECIFIED IN THESE RULES MUST BE STOCK, IN ORIGINAL POSITION FROM ORIGINAL MANUFACTURER.

2. All parts must have stock casting numbers.

3. 1969 or newer American made 2 or 4 door sedans with a minimum wheelbase of 108". Frame and body must match.

4. No front wheel drive cars.

5. Engine must be used for make of car used, year may be interchanged.

6. Stock style Moroso mounts or pedestal are allowed.

7. Cross member must remain unmodified. A-arm mounts must be in stock location.

8. Breather and full air filter required at all times. No air boxes.

9. Stock unaltered turbo 350 or 400, metric 200 transmission only. Stock and unaltered torque converter 10" minimum. Torque converter cannot weigh no less than 20 lbs when removed from the transmission.

10. Battery must be mounted and secured in a covered box, the battery must be no larger than 8" tall, 12" length, 8" width (One 12 volt battery only). It may be mounted inside the drivers compartment behind the driver's seat, or battery box may be mounted in the trunk area.

11. Steering quickener allowed, may mount under dash or aftermarket metric steering box.

### **SAFETY**

1. All cars must have 5-point approved safety belts mounted by 3/8 grade 5" bolts. 3" minimum strap width and must be manufactured within 3 years of event.

2. Approved helmet and goggles or shield. Helmet must be SNELL approved.

3. Driver's fire suit required. Must be complete!

4. Working 2-1/2 lb. minimum fire bottle required properly mounted within reach of driver while securely seated. May not be hose clamped, taped, zip tied, etc.

5. Use a properly installed racing seat and fuel cell for safety purposes. These items will be checked for proper installation prior to going on the track by Tech personnel.

6. Approved helmets with face shield or goggles required. Drivers neck brace is mandatory.

7. Roll bar padding is mandatory on all bars within reach of any part of the drivers body while driver is properly seated in the car.

8. Drivers window net manufactured within past 5 years is mandatory.

9. Ribbon type window net only. No sprint car type or mesh.

10. Must have protective bars in windshield area forward of driver.

11. Absolutely no weight or ballast added to the car of any kind. No over sized, high gauged, or solid stock frame alterations or bumpers.