

COLUMBIA COUNTY RACING ASSOCIATION

PURE STOCK 2025 RULES

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all CCRA events. No expressed 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, spectators, or others. DECISION ON INTERPRETATION OF RULES BY TECH INSPECTORS SHALL BE FINAL. NO EXCEPTIONS!! IF IT DOESN'T SAY YOU CAN, YOU CAN'T!! THIS IS A CLAIMER DIVISION

****REMEMBER THE KEY WORD IS STOCK****

Driver	Name	_____	Driver	Signature	_____	Date

Competing Models

Limited to American-made rear-wheel drive cars, with factory steel tops and bodies. NO convertibles, 4-wheel drives, Jeeps or rear-engine cars allowed. Wheel base to be stock for make and model of car with minimum wheel base of 101". Maximum width 84" from the widest part of the car. Minimum weight of 3300 lbs with driver after race. 55% left side weight with 1% tolerance.

Bodies

Stock steel bodies must be stock and of stock dimensions (OEM). No fiberglass or aluminum unless stock to make of car. Stock appearing aftermarket front & rear bumper covers o.k. Stock floor boards, stock front and rear fire walls in stock location sealing the driver's compartment are mandatory. Floorboard may be raised for exhaust clearance only. No holes of any kind in either front or rear fire wall. No excessive body panel trimming, fenders may be trimmed to clear tires, all sharp edges to be rolled in. Trunk area must retain stock sheet metal, other than sheet metal removed for installation of fuel cell. Fuel cell opening within 6" in front & rear of fuel cell and may be open from frame rail to frame rail. Rear ends must be stock appearing, all holes filled in. Must use stock type bumper, front and rear, subject to tech approval. Front and rear bumpers outside of bumper covers

must be strapped to fenders. NO COW CATCHERS ALLOWED OUTSIDE SHEET METAL FRONT AND REAR. Tube front and rear bumper allowed 1 3/4 max diameter tubing, subject to tech approval. Rear tube bumpers must turn into quarter panels. Hood and deck lids mandatory, must be securely fastened with 4 pins each unless stock hinges are used, then 2 pins each allowed. Pins must be minimum of 3/8" diameter. Doors must be securely fastened. All flammable material must be removed. Minimum roof height of 47". All ornaments, trim, door handles, body moldings must be removed. Aftermarket pedal ok, must be mounted in stock location. Hood modification is allowed only for air cleaner clearance. No scoops or forced air induction allowed. Full front windshield or screen recommended. If front window is used it must have at least two 1/8" x 1" straps inside the car with 6" left and right of center of window. No glass rear window allowed. (Lexan window optional). If screen is used it must be heavy duty 3/8" or 1/2" mesh with minimum of three 1/2" tubes in front of driver, no further right than centerline of car. All other glass, including headlights, taillights, etc. must be removed. No mirrors. No side boards, plows or other devices. Rear spoiler ok, not to exceed 4", not adjustable.

Numbers

Must be at least 18" high and 3" wide, on both doors and roof. Must be in a contrasting color (NO CHROME). If the number is not clearly visible, vehicle will not be scored. A 6" number is required on upper right corner of windshield and left rear of car (tailgate area).

Tires and Wheels

Maximum permitted tire width 11" as marked on tire. Maximum wheel width 10". DOT tire okay, non-race DOT, no recap, no mud tire. DOT tires not to exceed 235/75/R15, G-60 OKAY, grooving allowed, must be withing factory tread pattern. Heavy duty lug bolts, 9/16" or 5/8" must be used on all 4 wheels grade 8 or better. Lug nuts must screw down on lug bolts with wheels, installed at least to the point where 1 thread is showing. Steel wheels only. Racing wheels, double centered or reinforced. No wide fives. bead locks allowed on right side only. No bleeder valves.

Frames

Frames may not be reinforced or modified. No cross framing allowed. Unibody cars may be

reinforced with a piece of 2" x 3" x .120" wall tubing to connect front and rear subframes. The connectors must run parallel to the subframes. No special chassis permitted. All suspension mounting points on frame must be stock except left front upper A-arm mount can be cut and repositioned for caster and camber.

Suspension

No straight front axles or independent rear-ends. No coil overs, no coil eliminators, no weight jacks, threaded spring spaces allowed. One shock per wheel. Steel body shock to be mounted in stock location. No mounting shocks upside down. No Heim joints allowed. No rack and pinion steering, unless it came from the factory for the year, make and model of the race car. Steering box must be in stock location. Steering quickners okay. Control arms must be stock without modifications. Bushings may be changed as long as original dimensions are not changed. Any spring optional with 4 1/2" minimum outside diameter. Steering rag joints must be replaced with steel units. No alterations of "A" frames, upper or lower. No lightening of suspension components. Stock type sway bars only. Adjustable O.K. No heim joints. Any OEM ball joint allowed.

Brakes

Must have good OEM working brake system on all four wheels, must be in good working order and be able to skid all four tires. Must be solid mount (no free-float). No adjustable or aftermarket brake bias valves. No non-ferrous spindles or hubs. OEM only. Rear disc brakes allowed. Brake system must be in stock location with a factory type brake pedal, master cylinder must be in factory location with OEM style master cylinder.

Roll Cage

Steel roll bars are mandatory and must be approved. Full roll cage made of steel tubing minimum .090 wall 1 3/4" O.D. All joints must be welded and have gussets. No threaded fittings allowed. Roll bars in driver's area must be padded. Minimum 4 door bars on driver's side. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver side.

Plate must cover area from top door bar to frame and from rear down post to five inches in front of

seat. Must be visible for inspection.

Engine

ENGINE (TRACK OFFICIAL RESERVE THE RIGHT TO INSPECT ENGINES AT THEIR DISCRETION):

No limit on cubic inch. No overhead cam V8 engine allowed. Cylinder blocks, heads, cylinder heads must be OEM stock, no aluminum or special after market castings. No porting, grinding of heads, polishing, gasket matching, or acid dipping allowed. Heads must have all casting lines in place. Three angle valve grind O.K. No angle plug heads. Any stock unaltered cast iron intake manifold. Stock exhaust manifold. type optional, no after market, no porting. No headers. No roller cams, no roller lifters, no mushroom lifters, no roller rockers, no roller tip rocker. One 2 barrel carburetor. Rochester 2G and any Holley 4412 only, and must retain 1-3/4 throttle bore. Removal of choke butterfly O.K. One adapter or spacer of 1-1/4" maximum. Must have 2 throttle return springs. Air cleaner is mandatory and limited to one 5" air cleaner element. (See carburetor claim rule). Any point or transistor type distributor allowed. No magnetos or crank fired ignition. No after market ignition control systems such as MSD, CRANE, ect. Must be of same manufacture as body (Ford to Ford, GM to GM, etc.). After market or modified oil pan allowed (see claim rule). Water only as a coolant, no antifreeze. After market aluminum intake allowed ? MUST use one of these numbers unaltered, no modifications allowed. SBC - PN# Summit 226061 or Edelbrock 3255001, Vortex PN# Summit 226062 or Speedway 91611250

Transmission and Clutch

OEM type transmission. Stock type clutch - single disc, 10" minimum diameter. Manual transmissions must have approved scatter shield or approved bell housing. Blanket recommended on automatic transmission. Stock OEM torque converter required on automatics must be in working order. Must have working reverse.

Drive Line and Rear End

Driveline must be painted white. Driveline must be strapped at both ends (1/8" x 1" steel or 3/16" welded chain minimum). Must be of sufficient strength to contain drive shaft. Rear end may be

locked by welding, mini spool, full spool only. No Detroit locker or Gold tracks. Rear end must be stock type to mount with stock mounting brackets. No pan hard bars unless stock for make and model of car allowed. Ford rear ends allowed with stock mounting brackets in stock mounting location for model of car.

Fuel and Fuel Cell

Fuel cell MANDATORY and to be no larger than 22 gallons. Filled with foam. Fuel cell must be mounted securely to chassis. Cell must be enclosed in 20 gauge metal box on at least bottom and sides. Must be securely strapped on top (no plumber tape). Minimum ground clearance 11" to fuel cell and mounting bracket. NO ALCOHOL. No nitrous oxide. Pump gas, aviation gas or racing gas allowed. Stock mechanical fuel pumps only. Fuel pumps must be located in stock location. No electric fuel pumps. No pressurized systems. If fuel lines pass through driver's compartment they must be fully enclosed in a metal tube and painted to contrasting color and marked fuel. Fuel tank protection bar required.

Exhaust System

Mufflers required. Exhaust must extend behind driver's compartment. Noise level may not exceed 90 DBA at 100 feet, 60 DBA at property line. No exhaust system permitted through driver's compartment. No holes to be cut in body for exhaust.

Safety

FIRE CONTROL - Any car not equipped with a built-in fire suppression system must have a fully charged fire extinguisher securely mounted in reach of the driver. All entrants must have a fully charged 5lb Halon 1211, Haltron-1 or equivalent fully charged fire extinguisher in their pit.

FIRE SUITS - A flame/fire resistant suit is highly required at all times car is on the track. HIGHLY RECOMMENDED: Fire resistant gloves, shoes, socks, head sock and underwear. Long sleeve shirt and pants required.

Helmets - Helmets are required and must be approved SHCA or snell type and will be worn at all times the car is on the track. (Full-face snell 2010 helmets required.) Helmets must accompany vehicle at time of inspection.

SEAT BELTS - Minimum 3-inch-wide (2" for head and neck restraint systems), SFI-approved five-point safety belt system. Center crotch belt MUST be used and must be mounted to the roll cage seat mount. All belts must be mounted securely to main roll cage. HIGHLY RECOMMENDED: to replace every 2 years.

SEATS - A professional racing seat is required. Seat must be mounted with a minimum of 3/8-inch grade 5 bolts. HIGHLY RECOMMENDED: seat also offer rib protection and have leg extensions. Headrests recommended on both sides. No fiberglass, plastic, or homemade seats permitted.

WINDOW NET - A window net is mandatory; rib style or mesh is allowed. Must be permanently mounted at the bottom and have an approved quick release at the top. Must be good condition not frayed. HIGHLY RECOMMENDED: to replace every 2 years.

Engine Claim

(Claimant is the person making the claim, the Claimee is holder of what is being claimed. The Claimant must be a paid member and in good standing.)

Any Pure Stock Driver participating in the same scheduled main event may claim a Pure stock engine prior to the start of the main event he/she is scheduled to run in. The claim for any engine is \$1,800.00 and the engine from the claimant's car. This must be presented in cash to the Pit Steward or CCRA Officer prior to the start of the main event. Claimee must immediately drive (under his/her own power) directly to the claiming area. The Claimee will accept or deny the claim within 15 minutes after the claimed event. The Claimee may reject claim; however, he/she will lose all points earned for the season and must move up to Street Stock Division. Once claim has been placed & car is impounded, the engine is not to be started under any circumstances. Claimee may at his/her own expense remove: belts, pulleys, carburetor, intake manifold, exhaust manifolds, ignition and any other external accessories. Claimant is to receive: long block assy, heads assy, crank, cam, timing gears, chain, oil pan, and harmonic balancer.

Claimant must return to race with the claimed engine at the next regular scheduled race for that class. If claimant does not return at the next scheduled race in that class he/she will be suspended for one year and lose all points.

Carburetor Claim

Any Pure Stock Driver participating in the same scheduled main event may claim another Pure stock carburetor prior to the start of that scheduled main event. An exchange of carburetors from the Claimant and the Claimee's car is to take place AFTER the end of the cars last scheduled main event. The claim for any carburetor is \$600.00 and must be presented in cash to the Pit Steward or CCRA Officer prior to the start of the main event. The carburetor must be the same make (i.e.: Rochester / Rochester or Holley / Holley) or claim will be considered null and void. Claim does not include any adapters or spacers. Owner may reject claim; however, he/she will forfeit all points and money earned that day