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2021 SEASON PURE STOCK RULES

Changes in RED

Updated 10.29.2020

Competing Models:

- 1972 - Present 4 Cylinder passenger cars. No pick-up trucks permitted. Only front or rear wheel drive cars permitted. No 4-wheel drive. No rotary engines. No turbo or super charge engines. No mid-engine cars. Automatic or manual transmissions permitted. NO Convertibles! All competing cars must have manual of vehicle type showing factory engine specifications. All parts must be readily available for make and model.

Safety:

- Stock steering column only. Locking steering mechanism must be removed. All steering wheels must be magnetic and equipped with a quick release coupling. No more than a 1 inch aluminum steering wheel spacer permitted.
- Approved window net must be installed on the driver's side and must release from the top, must meet NASCAR rulebook on installation.
- Five-point or more racing harness mandatory. **No older than five (5) years.**
- Approved racing type aluminum seats mandatory. No seat may be attached to the floorboard. Seats must have approved type frame. Must meet NASCAR rulebook.
- A working ABC **3 pound** chemical fire extinguisher with gauge required, visible to official. Must be solid mounted. See General Rules.
- 2-way working radios are mandatory. Spotter's mandatory in spotter's tower. See General Rules

Engine:

- Aftermarket parts must meet OEM specs. Maximum overbore .040 must maintain OEM piston styles. Only A/C compressor may be removed. No cosworth engines. No aftermarket parts or ported or polishing parts permitted.

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- Aftermarket Radiator may be used. Must remain in stock location within the radiator support - Factory Horsepower with driver
- 111 Horsepower to 129 horsepower car must weigh 2100 lbs.
- 130 Horsepower to 149 horsepower car must weigh 2400 lbs.
- 149 and less Horsepower must have 40% right side and 60% left side
150 Horsepower or more must weigh 2600 lbs. 45% right side and 55% left side
- Weight and Horsepower must be displayed on hood. (Mandatory)
- No modifications of any stock parts not mentioned in the engine specifications to include vacuum lineage and air induction compartments.
- Twin-cam Nissan 240sx engine must have OEM style 16CC dished pistons.
- 8 valve Engine only: Carbureted
- Maximum overbore .060, must maintain OEM Style piston.
- Holley Street Carburetor Part No. 0-7448 allowed (No Modifications)
- Carbureted engines must way minimum of 2000 lbs.
- Maximum 55 percent Left side weight.
- OEM - Original Equipment Manufacturer

Ride Height:

- Must be a minimum 4 ½ inches with driver in car.

Exhaust System:

- 12 valves: Exhaust must have a single continuous 3" MAX. OD exhaust pipe in system between exhaust flange and where exhaust exits car.
- 16 valves (non Nissan 240's) Exhaust must have a single continuous 2.5" MAX. OD exhaust pipe in system between exhaust flange and where exhaust exits car.
- 16 valves (S-13 Nissan 240's) Exhaust must have a single continuous up to 2.5" MAX. OD maximum exhaust pipe in system between exhaust flange and where exhaust exits car.
- 16 valves (S-14 Nissan 240's) Exhaust must have a single continuous up to 2.25" MAX. OD maximum exhaust pipe in system between exhaust flange and where exhaust exits car.

Body:

- Trunk and hood must have at least (2) hood pins.
- Body must remain stock and must be made of steel. Fenders cannot be cut or flared for tire clearance. Wheel wells must remain stock and intact. Headlights and parking lenses must be removed and openings filled completely with sheet metal. All bumpers must remain stock. Inner door panels can be removed. Fabricated dashboards are permitted, but must remain full and in stock location.
- Hood may be a flat fiberglass lmsc hood
- All glass must be removed, including windshield. Lexan windshield and rear glass must be installed with two inside support straps, bolted (not riveted).

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- Maximum rear spoiler 5" tall and width of trunk. Spoiler must remain one height from left side to right side of car. All spoilers must be at rear of car.
- All components not listed must be factory OEM parts [□]OEM - Original Equipment Manufacturer

Frames:

- Only stock firewall and floor pan in stock location permitted. Trunk area must remain stock.
- Tow Hook's must be installed on front horns, in front of radiator support by using a 3/8" dia. steel chain or a 3/8" dia. rod (loop) and bolted or welded in place. Tow hooks must be installed in trunk area near the rear of car using same type hook as on the front of car.
- Solid or rubber bushings are allowed as long as mounting holes stay in the center location with no adjustments. No offset bushings are allowed. Must remain in stock location on rear cradle.
No Frame Rails, Sub-Frame Connectors, or any other device connecting the front and rear subframes.

Roll Bars:

- A minimum 6-point roll cage required, all roll cages must be acceptable to track officials. 1-3/4 "OD; .095" thick. All cars must have a minimum of 4-left side door bars and 3-right side door bars. No straight door bars permitted.
- Rear hoop bar mandatory around fuel cell/gas tank in trunk area. Need to be 1-3/4 "OD; .095" thickness required.
- A reinforcement bar minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083 inches magnetic steel tubing. Must extend below the rear frame section behind the fuel cell /fuel tank. This reinforcement bar must be attached to the rear frame rails on both left and right side. The reinforcement bar must be as wide as the rear frame rails and extend as low as the bottom of the fuel cell/fuel tank with two vertical uprights.

Fuel Tank:

- Fuel cell optional. Maximum volume 8 gallons. Installed in trunk area and centered in frame or spare tire hole.
- No off setting of fuel cell.
- Fuel injected cars may use stock gas tank and must run less than 1/2 capacity. Fuel line cannot run through driver's compartment.
- NO ADDITIVES allowed.

Electrical System:

- Battery must be mounted in driver compartment, enclosed in steel box with lid.
- All electrical switches must be operable and must be located within reach of the driver, but not in the left side door area, except the labeled on/off rotary-type master switch with "on" being in the clockwise direction, which must be located at or on the front of the dash panel in the center. The on/off switch must be wired to the battery cable in a manner that would cut off all electrical power in the car. Cars without dash may be replaced with a flat ignition system mounting plate in center of driver's compartment. Plate must be constructed of metal.

Brakes:

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- Brakes must remain stock. No brake bias adjusters allowed.

Suspension:

- Stock suspension parts permitted. Any adjustable control arms must be pre-approved by track official. If not pre-approved subject to disqualification. Stock springs must be equal in dimensions left to right plus or minus ¼ inch in height. No cutting or lightening of suspension parts permitted including springs. No racing shocks. Strut brackets cannot be altered in anyway. Wheelbase must remain stock with in ½ inch.
- Upper strut caster camber plates may be used on front only and must be in stock location.
- No locked or posi-traction rear ends permitted. Rear ends must remain stock. Maximum rear steer of ¼". Spider gears may not be welded. Differential must be open. No LSD will be permitted.
- 1.5 degrees Camber in left rear and right rear. 2 degrees maximum left front camber and maximum 5 degrees in right front with driver in car. Zero Tolerance on camber.
- Gear ratio must remain stock for make and model.
Adjustable FRONT TENSION RODS are authorized only on the Nissan 240's for safety, but must be adjusted to stock length.
- All components not listed must be factory OEM parts.
- OEM - Original Equipment Manufacturer
- Maximum tread width of 62-½ inches front and rear.

Wheels:

- After market steel wheels permitted with standard offset, all wheels must have same offset, maximum width 7 inches. 3 inch offset to allow for wheel clearance only.

Tires:

- Track tires only.
- First race of season may purchase (4) track tires.
- Maximum (1) new tire per event.
- New tire will go on Left Front.
- All tires must be scanned into computer to be eligible
- Race tires may only be purchased on race day

Drive Train:

- Clutch and transmission assembly must remain stock for make and model. Bell housing must have 2" inspection hole. Clutch, Fly Wheel, Pressure Plate must weigh within 1 lb. of factory spec. All gears must be in working order.

Trailers:

- Enclosed trailers not permitted.

Claimer Rules:

- There will be a \$50 track fee per item being claimed with a maximum of \$150 track fee. Driver must bring written items being claimed along with the cash for the claimed items before last car

- has crossed scales at conclusion of the event. Driver must also finish one spot behind car having items claimed.

Claimer items:

- \$300.00 on computer.
- \$200.00 Claiming Rule per strut assembly. (Example shock and spring)
- \$300.00 Claiming Rule on rear end center section.
- \$600.00 Claiming Rule on transmission.

Protest Rules:

- There will be a track fee per item being protested with a maximum of \$250 track fee. Driver must bring written items being protested along with the cash for the protested items before last car has crossed scales at conclusion of the event. Driver must also finish one spot behind car having items protested. The Protester must be willing to have his/her items inspected at same time.

Protest Items:

- External Engine components \$200, Track Retains ½ for each item protested.
- Top Internal Engine components \$350 and bottom engine components \$750, Track Retains ½ for each item protested.
- Flywheel, Clutch components \$150, Track Retains ½ for each item protested.
Rear-end Components \$150, Track Retains ½ for each item protested.

Other:

- Any component not listed in rules is to remain stock.
- Officials and or track promoter retain the right to approve or disapprove rules not listed above.
- At any time track officials can modify rules for individual cars to equal the competition.

South Boston Speedway Track Officials reserve the right to issue bulletins to the rules to ensure fairness in competition.