

PURE STOCK 2021 Nevada Speedway Rules

This publication supersedes all previous NEVADA SPEEDWAY Compliance rules and rule updates and is subject to change as needed.

DIVISION 1 - BODY & FRAME, DIVISION 2 - STEERING & CHASSIS, DIVISION 3 - ROLL CAGE & DRIVER'S COMPARTMENT, DIVISION 4 - REAREND, BRAKES, & DRIVESHAFT, DIVISION 5 - TIRES & WHEELS, DIVISION 6 - ELECTRICAL & IGNITION SYSTEMS, DIVISION 7 - FUEL SYSTEMS, DIVISION 8 - CARBURETOR & INTAKE, DIVISION 9 - ENGINE & TRANSMISSION

* Pure stock class is designed to be fun and is not intended to be a high dollar car division. * You must have approval from the track owner to race in this class. * All Drivers Must Be At least twelve (12) years of age (proof of age required). Drivers under eighteen (18) years of age are required to have a signed and notarized Parental Consent Form. The Parental Consent Form must be signed by a parent or legal guardian, and must be received by NEVADA SPEEDWAY prior to participation of the driver in any event. * Engine claim: \$500 outright or \$200 exchange. Intake to oil pan. The car getting claimed has the option of selling his motor outright or doing the exchange. * One driver per car. Points go to the driver, not the car. If someone else is driving the car you are responsible to let the officials know at the sign in gate. * Car can only run in one class for the night of racing. * Nevada Speedway reserves the right to change any rule at any time for the betterment or safety of the sport. See additional sheets for minimum safety requirements, and other general rules.

DIVISION 1 - BODY & FRAME 1.1 American made 1955 or newer RWD, Front engine car, S10, Ford Ranger or Dakota Pick-Up is allowed, 101" minimum wheelbase. No full size Pick Ups allowed. No Coil Over suspension trucks allowed. On Torsion Bar trucks, the adjuster Bolts must be set and welded left and right.. 1.2 No sports cars allowed (Corvettes or any fiberglass bodied cars.) 1.3 All bodies must be steel OEM panels or steel OEM Replacement panels only. Sunroofs must be closed in using steel panel and welded. No "T" top cars allowed. Body must match frame. All doors and tail gates must be bolted or welded shut. 1.4 All frames must remain stock and unaltered. If rear frame rails are rusted and need repaired you may cut the frame at a point no farther forward then the vertical center line of the rear end housing and replace them with 2" X 3" .095 rectangular tubing minimum. 1.5 1970-1982 Camaro may be used, you must use a 2"X 2" sub-frame connector under the car only to connect front and rear sub-frames. You cannot under sling the rear end of the car. All rear suspension mounting points must remain in stock location. 1.6 Rear firewall must be installed to close off trunk area from drivers compartment completely. You may use a minimum of .035 sheet aluminum or sheet steel. 1.7 Front firewall must remain full and unaltered in any manner. All holes must be closed off with a minimum of .035 sheet aluminum or sheet steel. 1.8 All bodies must remain stock appearing and in stock location on the frame. 1.9 All glass, chrome, exterior trim & fiberglass body parts must be removed. 1.10 No excessive gutting, you may gut the hood, trunk lid, doors, and fenders for reasonable tire clearance, and under fuel cell for fuel escape. 1.11 No aluminum hoods or trunks. You can use sheet metal (steel only) to make body panels to replace bent factory panels. ALL PANELS MUST HAVE THE FACTORY BODY LINES IN THEM AND BE ROLLED LIKE FACTORY PANELS. THEY CAN NOT BE FLAT SLAB PANELS. THEY MUST REMAIN

THE FACTORY SIZES AND SHAPES. If these panels Do not look OEM/Factory you will not be allowed to race in this class until they are fixed. You will be moved up and run that night with the Street Stock Class. 1.12 Plastic Nose Piece is OK. No Wedge Noses. 1.13 No Spoilers or wings allowed. 1.14 Only OEM stock bumpers front and rear. No extra supports of any kind on or to the bumper. 1.15 Deck lids must be secured using quick release pins only (no nuts or bolts). 1.16 All cars must have a minimum 5/16" cable

or chain on front and rear of car and easily accessible for towing purposes. 1.17 Side skirts are permitted. Skirts must maintain five (5) inches of ground clearance at the lowest point and not extend above the first body line on the doors and quarter panels. 1.18 All cars must be clearly marked with numbers on both sides, roof, front and rear. Side and roof numbers shall be a minimum of 18" tall and contrast car color. Front and rear numbers shall be a minimum 5" tall and contrast car color. 1.19 Weight: 3,300 lbs. after race Cars choosing to run interior tin of any kind must weigh 3,300 lbs after the race . Any weight added to car heavier then 25 pounds must be attached by 2 half-inch bolts. Weight clamps may be Used. Any weight smaller the 25 lbs may use 1 half inch bolt to mount Weight. No bolts welded to bars or frames. Weight must be mounted inside the trunk, no weight mounted up high on roll cage or inside of cockpit of the car.

DIVISION 2 - STEERING & CHASSIS 2.1 Must have original suspension pieces and in stock locations .MAY RUN 3 PIECE SPINDLES STOCK MEASUREMENTS ONLY. TUBULAR A ARMS Allowed Must BE IMCA Style 8 1/2" ONLY BOTH SIDES. Steering and suspension components must match the car being used. 2.2 No weight jacks of any kind. 2.3 No independent rear suspensions. 2.4 Trailing arms must remain stock, stock length and in stock location, for make and model, no offset bushings. 2.5 Racing shocks are allowed and must mount in Stock Location only. shocks cannot be altered in any way. A SHOCK CLAIM WILL BE ALLOWED. Shock claim will be \$200.00 total for all Four (4) shocks being claimed. Claiming driver can only claim a total of up to (1) time per racing season. Driver being claimed can be claimed up to Two (2) times per racing season. Any driver refusing One shock claim will be Disqualified for the night. They will not receive any points or pay earned that night, On a second refusal you will not receive any points or pay earned for that night, there will also be A \$200.00 fine issued and must be paid before you will be allowed to compete at Nevada Speedway. Any Driver refusing a third shock claim during a racing season will Disqualified for the night. They will not receive any points or pay earned that night, and will lose all points earned for the year. A fine of \$300.00 will be issued and must be paid before you will be allowed to compete at Nevada Speedway. Claiming driver must be on the lead lap or he will not be allowed to make a claim. If there are two claims being placed on the same car the first driver to present the claim notice to the Tech Official will be the only driver allowed to claim said car. 2.6 Shock must be in stock location and in stock mounts only. 2.7 One shock per wheel. 2.8 No hiem end, aluminum, or spilt valve shocks. No take apart shocks or rebuildable shocks allowed. No bulb or gas adjustable shocks allowed. 2.9 Racing springs ok, springs must be mounted in stock OEM location and mounting only, maximum of 13 inch rear springs on both sides. Must run the same length on both sides. 2.10 No weight jacking device, spring spacers, or spring rubbers of any kind allowed. 2.11 No adjustable lowering blocks. 2.12 Sway bar must remain stock, stock length bolts and spacer (same length) on both sides of the front end, if you choose to run one. 2.13 NO ADJUSTABLE SPRING SPACER ON THE FRONT AND REAR, MAY USE ONES CUT TO FIT ON THE FRONT ONLY. Must be the same height left to right.

DIVISION 3 ROLL CAGE & DRIVER'S COMPARTMENT 3.1 A minimum of a six point roll cage is required with a minimum of 3 driver's door bars and 2passenger side door bars. The roll cage must be welded to the frame of car or Trucks. (Camaro's must weld the roll cage to a 6"X6"X3/16" steel plate. Plates must be fully welded to floor pan, then drilled and bolted to a 6"X6"X3/16" steel plate below the floor pan.) front and rear hoops are allowed. 3.2 Roll cage must be fabricated from 1 1/2" X.095 wall tubing. 3.3 No offset cages or set back cages, no further back than the center door post.. 3.4 There must be a minimum of three bars in front of driver fabricated with a minimum 3/8" steel rod. NOTE: It is highly recommended that the driver's door bars are plated with not less than 3/32" Steel plate and cover not less than 80% of the door area. 3.5 Aluminum racing seats only. Seat must be bolted to roll cage only using no less than 3/8" grade eight bolts with flat washers top and bottom of bolts with lock nuts. 3.6 Five point safety belts are mandatory. Safety belts must be bolted to roll cage with a minimum of 3/8"

grade eight bolts and lock nuts. Safety belt can be no older than 2 years old. 3.7 Ribbon type window nets required. Window nets must be bolted in on the bottom with a release at the top. 3.9 A master disconnect switch is required and must be mounted behind drivers seat and clearly marked on and off, and be easily reached from outside of car. 3.10 Steering column in stock location. Quick release steering wheel OK. 3.11 Quick steer units are allowed shaft type only. No Sweet or aftermarket Quik steer type gear boxes are allowed. 3.12 Firewall must be stock no moving or straightening, and floor pan must remain original and all holes must be covered. 3.13 Stock master cylinder only, with cylinder and pedal in stock location and mount to the firewall, no pedal extension of any kind. 3.14 Cars that choose to run ANY type of interior tin must weigh 50 lbs extra. (see rule 1.19)

DIVISION 4 - REAR ENDS, BRAKES, & DRIVESHAFTS 4.1 OEM original type rear end in stock location. 9" Rear ends are allowed with stock drum or disc brakes only. All the mounting points must match all mounting points on the rear end being removed if using a 9 inch. All mounts on the rear end must be level left to right. OEM rear end mounts must be level left to right, uppers and lowers. Mounts cannot be more then 2 ½ inches to center of bolt from top of housing. Lower control arm mounts cannot be lower than 3 inches to the center of the bolt to bottom of axel tube. 4.2 Gears may be locked, no limited slip, spools ok. 4.3 OEM factory original type brakes only. 4.4 Rear disc brakes are allowed. Calipers must be steel, Rear rotors must be vented. 4.5 All 4 brakes must lock up on inspection. No Brake shut offs are allowed. Brake bias is allowed front to rear only. 4.6 Stock brake master cylinder only, with cylinder and pedal in stock location and mounted to the firewall, no pedal extension of any kind. 4.7 Steel drive shafts only. Drive shaft must be stock OEM only and painted white with car number clearly marked on it. A drive shaft loop is mandatory and must be fabricated from a minimum of ¼" X 2" steel strap around the drive shaft no further back than six inches from the back of the transmission. 4.8 Must have stock pinion angle. Pinion angle 4 degrees maximum, no tolerance.

DIVISION 5 - TIRES & WHEELS 5.1 The track tire shall be the AMERICAN RACER/HOOSIER G60-15/KK704, 8 or 10 Inch Asphalt take-off on 8 or 10 inch wheel. 5.2 No mismatching; one or the other. 5.3 Minimum 1" OD lug nuts. 5.4 All tires must durometer a minimum of 55. No doping or softening of any kind allowed. All fines and penalties are at the discretion of Nevada Speedway Inc. 5.5 You may groove, sipe, and grind tires. 5.6 No aluminum wheels. 5.7 Bead lock ok, right rear or right front only.

DIVISION 6 - ELECTRICAL & IGNITION SYSTEMS 6.1 Battery may be moved and must be securely mounted. If in driver's compartment, it must be totally encased. 6.2 No voltage enhancing devices allowed 6.3 All wiring shall be neatly bundled and secured to chassis, all wires passing thru holes shall have a Rubber grommet to prevent wires from shorting to chassis ground (rubber nose is not a grommet). 6.4 OEM HEI or OEM point distributor only with one stock 12 volt coil. No MSD or Accel parts. 6.5 No timing retard, voltage reduction, or traction control devices of any kind allowed.

DIVISION 7 - FUEL SYSTEMS 7.1 Pump gas only no more then 93 octane. No racing fuel. No alcohol. Fuel should be Light Gold or Clear in color, no other color of fuels allowed. 7.2 Fuel cells mandatory. Maximum 22 gallons. Fuel cells must be encased in an approved metal container of no less than 20-gauge steel for cars and trucks. Fuel cell must be mounted in trunk area of cars and in the bed of all trucks only, using a minimum of two 1 ½ X 1/8" steel straps wrapped completely around cell and mounted to chassis of the car or Truck bottom of fuel cell must be set in car no lower than bottom of frame rail. 7.3 All fuel lines must be routed neatly under the car and kept above the bottom of the frame rails at all times. 7.4 All fuel pumps shall be mechanically driven and bolt directly to engine block in stock location. No electric, belt drive, or rear drive fuel pumps allowed. 7.5 No pressurized fuel systems allowed. 7.6 Fuel pressure gauge lines may not enter driver's compartment. You must use isolation

system. 7.7 Fuel cells in all trucks must be mounted in the center of the bed and can be no closer than 18 inches to the tail gate. The cell must be completely wrapped with 1 ½ " x 1/8th " Steel Strap. Strap must be welded to 1" x 1" square tube and tube must be bolted to the frame of the truck. You may cut the bed floor to mount the cell, the cell cannot be lower than the bottom of the frame. The top of the bed must be covered with sheet aluminum and seal as tight as possible and cannot be bolted down, you must use hood pins to fasten bed cover in place.

DIVISION 8 - CARBURETOR & INTAKE 8.1 Cast Iron OEM Quadrajet or 2 barrel intakes only. Intakes cannot be altered, Ported or Polished. 8.2 No aluminum intakes. 8.3 No marine or Bowtie Intakes allowed. 8.4 No spacers. 8.5 4412 Carburetor part # 04412-# only. Must be stock and pass a go no go gauge. No down leg boosters, no altering of booster cluster. Throttle shaft must remain stock and must not be thinned or cut in any manner. Stock throttle plates and screws, must not be thinned, cut or tapered Maximum throttle bore 1 11/16 and maximum venturi bore 1 3/8. No modification of carburetor. No boring or polishing of throttle or venturi bore allowed. No Performance Carbs. Carburetor is subject to claim. Carburetor has a claim of \$250.00 outright, no exchange. The track has the right to exchange your carburetor with a new one. USE CARBURETOR ADAPTER. Mr. Gasket part #1933 or #1929. Box stock 4412 only change is jets!

DIVISION 9 - ENGINE & TRANSMISSION 9.1 Must have V-8 engine, OEM size configuration. 360 cubic inch maximum. 9.2 No stroker motors. 9.3 Engine in stock location, no moving motor back or down or up, same brand as car GM to GM, Ford to Ford. Motor mounts in stock locations only. 9.4 Flat Top or Dish Pistons only. 2 OR 4 RELIEF 9.5 STOCK COMPRESSION MOTORS ONLY. No Performance parts of any kind allowed (STOCK ONLY). 9.6 Cast iron OEM heads only, no double hump, angle plug or Vortec Heads. Screw in studs and guide plates are allowed. 3/8 rocker studs only. No Porting, polishing, bowl cutting, milling or altering of any kind. Head Combustion Chambers can be no smaller 72-cc. Any Factory OEM Performance head is not allowed. The OEM Machined Flat Boss on the exhaust side of the head can be no closer than 1.170" to the deck of the block. This will help stop over milling of the head surface and increasing compression. 9.7 Stock rocker arms or Polly Locks Are Allowed, 1.5 stock ratio must be maintained, chevy rockers must have stock triangular insignia and stock rocker nuts, must run 0 valve lash, rocker nuts must be back off ¼ turn before 0 valve lash. 9.8 Smooth idle cams At 1000 rpm, with a stock lift of .280 at lobe, 430 lift at the valve, must pull 15inches of vacuum, NO TOLERANCE. No roller cams, no solid cams, hydraulic cams only. No anti-pump up lifters. 9.9 Cast iron exhaust manifolds, No center dump or LT1 type exhaust. 1 5/8" chassis headers OK. 9.10 Aluminum Radiators Allowed. 9.11 Transmission must remain completely stock. 9.12 Standard must have all working gears and stock OEM clutch, minimum 10.5" stock replacement clutch ok. Absolutely no racing application clutches allowed. No lightening. No aluminum. Cast iron bell housing or explosion-proof bell housing highly recommended. 9.13 Automatics must have all working gears with OEM working torque converter. No converters smaller than stock. TRACK HAS OPTION TO ENFORCE THESE RESTRICTIONS WITH A CUBIC INCH PUMP GAUGE OR BY VISIBLY CHECKING PARTS AND PART NUMBERS. DISQUALIFICATION AND LOSS OF POINTS IF FOUND ILLEGAL.

Feature Win Tear Down Rule: Any car will be subject to complete inspection after the racing event, could include up to removal of intake and head. The engine bore, stroke and heads will be inspected. If any item fails inspection, the driver will lose all points and winnings for the event. A \$100 fine will also be assessed and must be paid before returning to race at Nevada speedway. This does not mean that at 8 and 12 feature wins we will require a tear down. OFFICIALS MAY REQUIRE TEAR DOWN FOR INSPECTION AT ANY TIME. This tear down rule is in place to keep engines in this class as economical and affordable as possible. These rules are written and interpreted by Nevada Speedway not the drivers.

If you have any questions, please get in touch with our tech official, Robert Lehmann. Thank you