

2024 PURE STOCK RULES

GENERAL

1. To promote fairness of competition, Orange County Speedway reserves the right to adjust **RIGHT SIDE WEIGHT** for any competitor, at any time.
2. Mini Stock style cars will be allowed to compete with a minimum weight of 2,350 lbs; 50% right side and 50% left side.

COMPETING MODELS

1. 1972 - Present four (4) Cylinder passenger cars.
 - A. No four-wheel-drives (4WD).
 - B. No rotary engines.
 - C. No turbo or super charge engines.
 - D. No mid-engine cars.
 - E. No convertibles
 - F. Automatic or manual transmissions permitted.
 - G. Only front or rear wheel drive cars permitted.
2. All competing cars must have manual of vehicle type showing factory engine specifications.
3. All parts must be readily available for make and model.

SAFETY

1. Stock steering column only. Locking steering mechanism must be removed.
2. All steering wheels must be magnetic and equipped with a quick release coupling. No more than one (1) inch aluminum. Steering wheel spacer permitted.
3. Approved window net must be installed on the driver's side and must release from the top, must meet NASCAR rulebook on installation.
4. **Seat belts must be a 5- or 6-point harness type in good condition with no visible damage. No Camlock style seat belts allowed. Seat belts must not be more than five (5) years old.**
5. Approved racing type aluminum seats mandatory.
6. No seat may be attached to the floorboard.
7. Seats must have approved type frame. Must meet NASCAR rulebook.
8. A working ABC three-pound chemical fire extinguisher is required, with a gauge that is visible to Track Officials. Must be solid mounted.
9. Two-way working radios are mandatory. Spotters mandatory in spotter's tower. See General Rules.

ENGINE

1. 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.
2. Aftermarket Radiator may be used. Must remain in stock location within the radiator support
3. Cold air intakes may be used.



FACTORY HORSEPOWER WITH DRIVER

1. 149 horsepower or less – weight will be adjusted according to practice, qualifying and race times. **One pound per “CC”**
2. 150 horsepower or more must weigh 2,500 lbs.; 45% right side and 55% left side
3. Weight and horsepower must be displayed on left fender.
4. No modifications of any stock parts not mentioned in the engine specifications to include vacuum lineage and air induction compartments.
5. Twin-cam Nissan 240sx engine must have OEM style 16CC dished pistons.

EIGHT (8) VALVE ENGINE ONLY - CARBURETED

1. Maximum overbore .060, must maintain OEM Style piston.
2. Holley Street Carburetor Part No. 0-7448 allowed (No Modifications)
3. Maximum 50% left side weight.

RIDE HEIGHT

1. Must be a minimum 4.5 inches with driver in car.

EXHAUST SYSTEM

1. Cars running stock exhaust manifolds can take 25 lbs. total off.
2. Maximum three (3) inch exhaust pipe size.
3. Headers are allowed, however no trick parts (i.e.: reducers, plates or any other item not supplied from the header manufacture)

BODY

1. Trunk and hood must have at least two (2) hood pins.
2. 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. Inner door panels can be removed. Fabricated dashboards are permitted, but must remain full and in stock location.
3. Hood may be a flat fiberglass LMSC hood
4. All glass must be removed, including windshield. Lexan windshield and rear glass must be installed with two inside support straps, bolted (not riveted).
5. Maximum rear spoiler size of five (5) inches 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.
6. Front bumper cover and doors may be fabricated but must not be built in a manner to give an aerodynamic advantage.
7. A stock appearing Mini Stock body will be allowed (*no LMSC bodies, no composite bodies, no wings, and no additional devices to control air*)



FRAMES

1. Only stock firewall and floor pan in stock location permitted. Trunk area must remain stock. B. 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-inch 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.
2. 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.

ROLL BARS

1. A minimum six (6) point roll cage required and all roll cages must be acceptable to track officials. 1 3/4-inch OD; .095-inch thick. All cars must have a minimum of four (4) left side door bars and three (3) right side door bars. No straight door bars permitted.
2. Rear hoop bar mandatory around fuel cell/gas tank in trunk area. Need to be 1 3/4-inch OD; .095-inch thickness required.
3. 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

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

ELECTRICAL SYSTEM

1. Battery must be mounted in driver compartment, enclosed in steel box with lid.
2. 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

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



SUSPENSION

1. Stock suspension parts permitted. Any adjustable control arms must be pre-approved by Track Officials. If not pre-approved, subject to disqualification. 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 any way. **Wheelbase must remain stock within ½-inch.**
2. Upper strut caster camber plates may be used on front only and must be in stock location.
3. Any car rear-end allowed within the same make
4. No quick-change or nine (9) inch Ford rear-ends permitted.
5. Any differential, open, welded, full spool, mini spool, locker, limited slip, or helical gear types allowed.
6. Any gear ratio allowed
7. Maximum rear steer of ¼-inch.
8. 1.5 degrees camber in left rear and right rear. Zero (0) tolerance on camber.
9. Two (2) degrees maximum left front camber and maximum **six (6)** degrees in right front with driver in car. Zero (0) tolerance on camber.
10. Adjustable FRONT TENSION RODS are authorized only on the Nissan 240's for safety, but must be adjusted to stock length.
11. All components not listed must be factory OEM parts.
12. Maximum tread width of 62 ½ inches front and rear.
13. May run a Mustang two (2) manual rack and pinion or modify stock rack and pinion from power steering to manual. Cars running a manual rack must run a decal on the left fender and carry an additional 25 lbs. total weight.

WHEELS

1. Aftermarket steel wheels permitted with standard offset, all wheels must have same offset, maximum width seven (7) or eight (8) inches. Three (3) inch offset to allow for wheel clearance only.

TIRES

1. Hoosier 790, 800, or Sportsman will be the only tires allowed. All four tires must be the same compound.
2. No trick or chemically enhanced tires allowed.

DRIVE TRAIN

1. Clutch and transmission assembly must remain stock for make and model. Bell housing must have two (2) inch inspection hole. Clutch, fly wheel and pressure plate must weigh within 1 lb. of factory specifications. All gears must be in working order.

CLAIMER RULES

1. 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.
2. Claimer items
 - a. \$300.00 on computer



- b. \$200.00 Claiming Rule per strut assembly. (Example shock and spring)
- c. \$600.00 Claiming Rule on transmission

PROTEST RULES

1. There will be a track fee per item being protested with a maximum of \$250 track fee.
2. 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.
3. The Protester must be willing to have his/her items inspected at same time.
4. See General Rules for full protest policies.
5. Protest Items:
 - a. External engine components – \$200. Speedway retains half for each item protested.
 - b. Top internal engine components – \$350. Bottom engine components – \$750. Speedway retains half for each item protested.
 - c. Flywheel and clutch components – \$150. Speedway retains half for each item protested.
 - d. Rear-end components – \$150. Speedway retains half for each item protested.

OTHER

1. Any component not listed in rules is to remain stock.
2. Track Officials retain the right to approve or disapprove rules not listed above.
3. At any time, Track Officials can modify rules for individual cars to equal the competition.

*OEM = Original Equipment Manufacturer