



Natural Bridge Speedway

Official 2016 Rules

Pure Stock

www.nbspeedway.com

540-451-2943

Rulebook Disclaimer

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 the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **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 a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation is left to the discretion of the officials. Their decision is final.

Body and Body Modifications

- Body and motor must be same manufacturer's line.
- Competing models allowed – 1964 or newer American made, intermediate sized cars. No station wagons or convertibles.

Group 1:

Intermediate size cars with a factory wheel base of no less than 105" with a ½" tolerance, except for the selected models listed in group 2.

Group 2:

Buick – 1970-1992 Century, Skylark, LeSabre, & Regal
Chevrolet – 1970-1992 Camaro, 1970-1987 Monte Carlo
Ford – 1970-1992 Mustang and Thunderbird
Oldsmobile – Cutlas
Plymouth – 1970-1992 Rear wheel drive only
Mercury – 1970-1993 Cougar
Pontiac – 1970-1992 Firebird & Grand Prix

- No front wheel drive bodies allowed
- Aftermarket body panels must maintain stock body lines (No flat sides)
- No lowering of body frame.
- Body may not be offset in any way
- All cars must run a dash. Homemade is okay.
- After market steel body panels that meet OEM specifications are permitted.
- All cars have stock bumpers and grill for make and model.
- After market stock appearing nosepieces okay.
- Fenders may be trimmed for tire clearance only. If trimmed, must be done neatly and rolled under with no sharp edges.
- Doors must be welded or bolted closed.
- Inner hood panels may be removed. The hood must have hood pins.
- Stock windshield or lexan must be mounted in the stock location. Plexiglas is permitted in rear glass. Wire mesh screen may be used in the front only and supported by no less than three 3/8 inch steel rods, must be in front of driver. No alterations may be made to windshield opening.

- Must retain original firewall. Interior may be boxed as desired for safety and appearance. No open holes in driver's compartment. Must be steel. Drivers area sheet metal must be a minimum of 20 gauge.
- Rear spoiler limited to 5 inches in height. Side supports permitted – limited to 5 inches in height.
- Car numbers must be displayed on roof and doors

Weight

- All cars must weigh a minimum of 3,300 pounds (with the driver) after the race.

Chassis, Suspension, and Frame

- Frames must be completely stock.
- Wheel base and tread must remain standard.
- Stock wheelbase for make and model with a ½" tolerance (105" minimum)
- Engine must remain in stock location.
- Maximum tread width for Group 1 cars is 66.5 inches and Group 2 is 64.5 inches.
- Roll cage must be per LMSC requirement.
- No link up of frame sections allowed.
- No offset frames.
- Upper and lower control arm bushings in front may be either rubber or solid. Rear control arm bushings must be rubber.
- All cars must have firewalls made of steel, welded, and no holes. Engine firewall must remain stock. Rear firewall must be stock or a minimum of 20-gauge steel.
- Floor pan must be stock. The area can have no holes and it must be sealed.
- Trunk pan optional.
- Only stock standard production type sway bars may be used. Must use stock mounting positions and mounts. No heim joints.
- Sway bar lengths, bushings, and mounts must be factory.
- No all thread rods.

- Rear frame section from rear of rear shock/spring crossmember may be replaced with 2"x3" box tubing.
- All front springs must remain in stock location in unaltered mounts. Solid spring spacers in front may be on top or bottom. Rear spring spacers only in bottom. Top of rear spring must be in stock mount. No other adjustments of any kind are allowed.
- No screw jacks allowed.
- Heavy-duty springs may be used if dimension and diameter are the same as stock part. It is illegal to make any adjustments to springs in rear of the car.
- Stock type shocks only. One shock per wheel. They must be in stock mounts, at original mounting angles. The 2nd place finisher may claim the feature winner's shocks for \$250. The winner must trade shocks with claimer. Refusal will result in disqualification.
- No suspension adjusting devices allowed in driver's compartment.
- A-Frame must remain stock and mounted in the stock location. Heavy-duty ball joints allowed. Frames must not be cut and re-welded to change length or height. May weld threaded sleeve in lower A frame to accept K727 ball joint. Adjustable spacers not allowed.
- Adjustable spacers are not allowed.
- Nonadjustable pan hard bar permitted with stock bushings.
- No lift or J bars allowed.

Fuel, Fuel Cell, and Fuel Pumps:

- A NASCAR or NHRA approved fuel cell is mandatory and must be contained in a heavy steel box to prevent puncture. Fuel cell may be offset.
- Natural Bridge Speedway racing fuel only, no additives permitted. Natural Bridge Speedway has the right to withdraw fuel and refill with track fuel.
- Stock fuel pumps only.

Brakes

- Brakes must be original equipment for car makes and model used. No crossbreeding of parts. No adjusting devices allowed.

Tires and Wheels

- Tires **must** be purchased and branded from Natural Bridge Speedway to run for points.
- All tires must be Hoosier E-Mod Racing Tires.
- Maximum 8 inches wide steel only wheels.
- Standard weight. No lightweight wheels allowed.
- All wheels must be same size and must remain offset.
- Larger and longer wheel studs may be installed.
- Spindles and hubs must be stock appearing with no offset. No drop spindles allowed.
- Wheel spacers allowed.

Transmissions and Components

- Automatic transmissions or Saginaw 3 speed straight drive transmission okay. If automatic transmission is used, must have safety blanket or scatter shield.
- Must have Lakewood 360 drag racing style proof bell housing.
- Must retain stock flywheel, minimum weight of 16 pounds, with a 2 pound tolerance.
- All forward and reverse gears must work.
- Shift kit permitted.
- 10" minimum torque converters.
- No couplers or small clutches. Clutch must be stock 10 ½". Hydraulic clutches allowed.
- Standard/Manual transmission cars must have inspection hole in bottom of blow proof bell housing. Minimum size of hole to be 1 ½". Speedway official must be able to see clutch assembly through the location of this hole. Clutch fork hole will not be permitted for this task.
- Driveshaft must be standard steel shaft painted white.
- Two 360 degree ¼" x 1" loops must installed 6 to 12 inches from both ends of the shaft.

- Rear axle must be stock type for year being used. Absolutely no shortening of axle housing. Ten or twelve bolts rear may be used.
- Rear axle must mount in stock location using stock brackets and arms for car.
- Leaf or coil springs allowed. Leaf springs must fit stock location.

Engine Specifications

Approved Engines:

- a. Engine and transmission must match body manufacturer.
- b. Only standard production V-8 engines permitted.
- c. Maximum of 368 cubic inches.
- d. The engine must be completely stock.
- e. No cross breeding of engine parts.
- f. No grinding or polishing of any internal parts. Casting marks must be visible.
- g. Stock stroke must be retained with a +/- ten thousandths (0.010) tolerance; measuring at visible center of piston. Final value to be determined on average of 4 cylinders on same bank.
- h. No high performance or aftermarket parts allowed, except where noted herein.
- i. May run racing oil pan; no windage trays.

Heads:

- All part and casting numbers must be visible.
- Only two barrel venturi carburetor intake and heads will be allowed.
- Must be factory produced two-barrel engines only.
- Angle milling allowed, no small chambered heads, including 305 cubic inch heads.
- Valve size must be stock sized from manufacturer of engine being used.
- The following heads are not permitted: 186, 291, 041, 370, 461, 462, 492 and angle plug heads.
- No 202 valves.
- No Vortec or TBI heads
- 194 valves only.
- Aftermarket valve springs okay.
- Screw in studs and guide plates allowed.
- Polylocks allowed.

Crankshaft:

- No grinding or polishing except for balancing.
- Minimum GM crankshaft weight 50 pounds. No tolerance.
- 32442 GM crankshaft and aftermarket Scat and Eagle cast crankshaft allowed, stock GM factory steel crank allowed. – 50 pound minimum.

Pistons:

- No piston/rod combination changes.
- Forged or flat top pistons allowed.
- Must have a minimum 3/16" compression rings. Must have at least 3 rings.
- Two or four valve relief stock appearing pistons allowed.
- An overbore of 0.60" will be allowed. Pistons must have deck clearance of 0.10" (this means pistons down inside of deck 0.10". Head gasket removed.

Connecting Rods:

- Connecting rods must remain press fit.

Camshaft and Lifters:

- Any hydraulic cam and lifters permitted.
- No mushroom, solid, or collapsed lifters.
- No roller camshafts.

Intake Manifolds:

- Original factory cast iron 2-barrel intake manifold required.
- No porting or polishing allowed.
- All casting marks must be visible.
- No grinding of ports or runners.

Radiator:

- Aluminum radiator permitted.
- Radiator must be in front of engine.
- Aluminum pulleys okay.

- Plastic type RV fans are permitted.
- Steel stock fans are permitted.
- Flat fans and fiberglass fans are not permitted.

Carburetor:

- All cars must run a 2-Barrel carburetor. Must be kept in same manufacturer's line as engine used. Must be mass production two barrel carburetors only.
- Choke assembly can be removed..
- Holly jets permitted.
- Horn on top of carburetor must be retained.
- Venturi area of throttle body of carburetor can measure no larger than the following:

Manufacturer	Top	Bottom
GM/Delco/Roch	1.374"	1.680"
Motorcraft/Autolight	1.330"	1.650"
Chrysler/Holly	1.325"	1.650"

- Natural Bridge Speedway reserves the right to refuse any carburetor. These are the maximum dimensions allowed. Casting variance of .005 over acceptable. Venturi area cannot be enlarged in any manner.
- Top of carburetor cannot be ground down.
- No carburetor spacers allowed.
- One carburetor gasket between carburetor and intake manifold. Maximum of 0.250" thick
- Must remain visible carburetor number.
- Matched porting is not permitted.
- No acid dipping.
- No grinding, cutting or machining allowed.
- Venturi cluster or carburetor cannot be altered. If any material is removed, it is illegal.

Timing and Distributors:

- Battery may be relocated. It must be in a marine box and securely mounted.
- Stock electronic ignitions are permitted.
- Only a stock single point distributor.
- Distributor cap must be removable.
- Stock coils only.
- No MSD components.
- Welding permitted on distributor shafts to lock advance.

Headers and Mufflers:

- Mufflers are required, no exceptions.
- Schoenfield #609 muffler is required and optional #8535 mufflers.
- Exhaust pipes must exit at the rear of the doors in front of the rear tires.
- Dual exhaust okay.
- Exhaust headers are of driver's/car owner's choice. No stainless headers..
- Frame cannot be modified in any way to accept headers.
- Mufflers must be installed so that part number is visible.