

STAR 2021 PURE STOCK RULES

This series is being created for the people who want to give racing a try and for those who used to race and found it too costly to keep up with the big money teams and who want to have fun and not have it cost a fortune to race. The intent is for an inexpensive but safe racecar. No aftermarket or high performance equipment is allowed except for driver safety. The Star tech staff has the final say on what may be inappropriate for the class. If there is any question about the legality of any part, please call the speedway office before you buy.

Eligible cars should be constructed from running vehicles in relatively good condition which would include front wheel drive 4 cylinder automatic or standard models that are 10 years old and older. NO convertibles, pickup trucks, SUVs, four wheel drive cars or special high performance cars are allowed. Engines and all drive train parts must remain stock.

BODIES

- A. All cars must maintain the stock body and wheelbase for the year, make, and model of the car being used. Car must have VIN number.
- B. No gutting of bodies. Only the hood inner panel may be removed and door inner panel may be removed for roll cage door bar clearance. All other inner body structure to remain.
- C. Doors must be welded shut and door handles and exterior trim removed and holes covered with sheet metal. NO cutting of exterior body sheet metal.
- D. Floor and front and rear firewalls must all be original, with any holes covered with steel patches, not aluminum. Rear firewall must completely close off trunk area.
- E. All glass must be removed. The windshield may be replaced with a minimum 1/8 inch thick Lexan or remain stock. A full dash, stock or aftermarket is required.
- F. Batteries may be relocated to behind drivers seat and must be securely fastened and covered to prevent spillage.
- G. The rear trunk area must remain intact to provide structural support. A 15 gallon fuel cell is allowed but not mandatory. It must be installed centered on the trunk floor and must be securely fastened with two 2 inch X 1/8 inch thick straps bolted inside the trunk.

ROLL CAGE

- A. All cars must have a four point roll cage constructed of 1 3/4" outside diameter X .095 wall steel tubing. The roll cage shall consist of 4 vertical upright bars connected at the top on all sides and adequately cross braced. The base of the upright members shall be solidly welded to the frame of the car. Four curved door bars on the left side and three curved or straight door bars on the right side are mandatory. The roll cage members must closely conform to window /door/ roof contour and not be readily apparent when car is viewed from the side. Offset cages are not allowed. Roll bars within the drivers reach must be padded. Minor front bracing for radiator protection is allowed.
- B. NO bars from cage may protrude forward to or through the front firewall. One bar on each side of the cage may be installed from the top of the cage to the trunk with a crossbar.

DRIVE TRAIN

- A. Car must be front wheel drive. No all wheel drive. No rear wheel drive. Automatic or standard transmissions allowed. NO differential gear changes. NO locked differentials. NO traction control devices, stock or aftermarket. Car must have operational brakes on all 4 wheels, stock for year, make and model of car. ABS brake system must be disarmed.

ENGINE and EXHAUST

- A. Engine must be 4 cylinder fuel injected models, stock for year, make and model of car being used. Engine and transmission will be checked by VIN code. NO superchargers or turbochargers. Engine must have only water in cooling system. NO antifreeze.
- B. Stock headers or high performance exhaust manifold may be used ONLY if the car came from the factory with that equipment. Stock exhaust pipe should extend from the manifold to the flange of the catalytic converter. The catalytic converter must be removed.
- C. Cars must have mufflers. Glass packs and cherry bombs are allowed. NO side exhaust. Exhaust must dump under car at 45 degree angle to ground. Muffler and pipes must be firmly attached to the bottom of the car.

SUSPENSION

A. All suspension components must remain stock as manufactured with the exception of adding camber to the front wheels. A maximum of 2½ inches negative camber is allowed for the right front wheel and a maximum of 1 inch positive camber is allowed for the left front wheel, measured at the rim. Right front and left front upper strut mounts may be slotted for camber adjustments only. Rear camber is allowed but must not be more than 1/4 inch positive on the left rear and 1/4 inch negative on the right rear. Camber will be measured with the driver in the car.

B. All springs must be stock as manufactured for the year make and model of the car used. NO cutting or changing of springs. Springs must be located in the stock position. Front springs must be the same height, rate, wire size, number of coils and O.D. Rear springs must be the same height, rate, wire size, number of coils and O.D. One circular spring rubber that fits in one coil of the spring may be used or up to three of the ¾ inch X 2 inch spacers in one coil of the spring.

C. Stock bump stops on struts must have 3 inches of travel before bump stop hits the strut. Shocks and struts must be stock or stock replacement for year, make and model of car used and must be mounted in stock location. If a part is replaced a sales slip is required if asked by a Tech Official. NO weight jacking devices allowed. NO shims to lengthen springs.

TIRES and WHEELS

A. NO racing tires allowed. NO Hoosier, American Racer, etc. Tires must be a DOT approved tire up to a 205 series with no less than a 55 sidewall. Tires may be different sizes from front to rear to change gearing ,but must be the same size from right to left.

B. Tread wear must be no lower than 400 .Anything below 400 is considered a performance tire and is not allowed. Tires must have a minimum of 5/32 inch tread.

C. Rims must be stock appearing with stock offsets only. Rims may be swapped as in VW on a Honda or Saturn rims on a Toyota etc. NO aftermarket or racing rims. 13 inch thru 16 inch rims are allowed. Tire sizes and tread wear must be highlighted in yellow crayon.

SAFETY

A. An approved racing seat is required. Seat must be bolted to brackets which are solidly welded to the roll cage. A full containment seat and head restraint system is recommended.

B. All bars within the drivers reach must be padded with approved roll bar padding.

C. An approved 5 point racing harness and window net less than 5 years old is required.

D. Quick release steering couplings and aftermarket steering shafts allowed.

E. Center of steering wheel must be padded .

F. A fire extinguisher mounted within reach of the driver is required.

G. A regulation full racing suit, fireproof gloves, racing shoes, and current Snell approved full face helmet are recommended.

H. Car must have a safety kill switch on the left side of the dash. (Negative side of battery)

J. All air bag sensors and air bags must be disarmed.

WEIGHT

A. No added weight is allowed on the car with the exception of penalty weight. After 2 Feature wins, 50 pounds of weight must be added to the right side of the car. This weight must be securely bolted under the floor or in a weight box welded to the roll cage and be located within the confines of the roll cage. An additional 25 pounds must be added after each feature win thereafter. Weight must be secured with minimum 3/8 inch bolts.

B. Additional weight may be required in the interest of even competition.