

Burke County Speedway

Flaxton, ND

Pure Stock Rules 2015

Rule Book 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 directors shall be empowered to permit minor deviations from any of the specifications herein or imposed 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 of these rules is left to the discretion of the officials. **THEIR DECISION IS FINAL.**

The fine for illegal parts will be \$500, and next race suspension, and loss of points at the Burke County Speedway up to that point in the racing season. If found to be illegal after the track point season has ended, loss of all points at Burke County Speedway will still apply.

A. BODY RULES:

1. Any American or Canadian made car with minimum factory specification of 108-inch wheelbase.
2. No vans, trucks, station wagons or convertibles.
3. Minimum weight with driver is 3300 pounds.
4. No reinforcing, cutting apart, welding or modifications of anything on the vehicle is allowed except as specified.
5. All glass and burnable materials must be removed.
6. Hood may be gutted.
7. No gutting of firewall & floor pans. Trunk floor
8. Front wheel wells may be removed.
9. All doors must be welded or bolted shut.
10. Engine must remain in original position.
11. A drive shaft hoop is required and must be located 6" to 12" behind front u-joint. The hoop must be made of 1/4 " x 2" steel and, if bolt-in type used, must be mounted with graded hardware. Hoop must be 360 degrees around shaft. **NO** chain allowed. Drive shaft **MUST** be painted white.
12. Rear bumper must be stock mounted and tied to rear fenders with straps.
13. No gutting of bumpers — front or rear.
14. A short piece of chain must be bolted through a hole in the bumper and a hole in the frame to prevent the bumper from falling off. This applies to both front and rear bumpers.
15. Must be stock front bumper is OK. You may replace your factory shock absorber mount with pipe no larger than 1 3/4" .095 tubing. Straps from front bumper to fender are allowed and recommended.
16. Body must match frame and wheel base.
17. Rub bars may be used on the sides of the car. Rub bar maximum 2" x 3" tubing with tapered ends. Rub bars are not to be attached to the roll cage.
18. Sheet or roll plastic or an aftermarket nose piece may be used.

B. ROLL CAGE:

1. A minimum of a four (4)-point roll cage is mandatory: must be 1 3/4" 0.095" tubing one post by each windshield post and two behind the driver with all four connected at the top with a roof hoop. You must have an angle brace from the driver's front of the roof hoop to the right rear of the roof hoop. You must have an angle brace running from the upper right corner to the lower left corner behind the driver. If you have two back bars, the two back bars must run from the top left and top right of the roof hoop to the rear of the car. We recommend a protective bar running from the front left cage post forward and down to the frame to protect the driver's foot area. There should be a minimum of 3" from the top of the cage to the top of the driver's head.
2. Minimum of four (4) 3/8" windshield bars.
3. Minimum of three (3) door bars on the left side, 1 3/4" 0.095" tubing
4. Must have an 18 gauge driver side door plate, Top to Bottom, 5" in front of driver seat.

C. SAFETY BELTS AND SEAT:

1. Each driver must have a fire extinguisher in his/her pit AND one in Car.
2. Any racing seat is allowed, all seats must be mounted to cage.
3. Seat belts must consist of a 3" lap belt and double 3" shoulder belts that release with one mechanism. Seat belts must be mounted to roll cage.
4. A driver's side window net is mandatory. Window net must be mounted with solid mount at the bottom of the window and latch at the top. Latch must be readily accessible by both driver and safety personnel.
5. Shoulder belts should be mounted a minimum of 6" lower than driver's shoulders to keep the driver down in the seat in case of a rollover.
6. Helmet must be a Snell approved full-face helmet. Must be a minimum or SA 2005 rating.
7. Must have fire retardant driving suit. Neck restraints are highly recommended
8. Raceceivers are recommended.

D. ENGINE: Stock. **NO GM Crate Motors allowed**

1. Stock two or four barrel intake ONLY. No porting, polishing or gasket matching!
2. No aftermarket aluminum intakes. No marine intakes.
3. Limit of 1 3/8" carb spacer or adapter, including gaskets; measured between intake manifold & carb base. NO SLIDERS.
4. Maximum 361 cubic inches (GM); 363 cubic inches (Ford); 370 cubic inches (Chrysler). Maximum compression ratio is 9.5 to 1, no tolerance.
5. No porting of heads or intake or exhaust manifolds. No grinding or cutting of intake manifold.
6. Flat tappet hydraulic camshafts only. No roller cams or roller lifters allowed. No mushroom or step lifters allowed. No machining permitted to install cam or lifters. Must be able to remove lifter from top of lifter galley at any time. No truing of lifter bore.
7. No center dump exhaust manifolds.
8. No double hump heads. (Casting number NOT allowed: 186, 462, 461, 461x, 492, 432, 041, 040, 370, 10239906.) No after-market heads (Ford- no after-market or SVO heads; Chrysler-no after-market or w-2 heads; GM-no Vortec heads or bowtie heads)
9. No headers, No roller cams, no roller tip rockers, no roller rockers
10. Heads must match engine. Example: 305 head on 305 engine.
11. Piston must sit below deck of block.
12. Head cannot be angle milled.
13. Stock stroke. Crank must match block. No offset grind.
14. Rods must match block. No Lightening, grinding, knife edging or polishing of any type.
15. Balancing is allowed.
16. Stock two-piece balancer only, balancer must match crank.
17. Aluminum water pumps are allowed.

18. Valve seats may be ground no further than ¼ inch below top of seat. Valve must match head being used.
19. Stamped steel rockers only. No stud girdles. Guide Plates are allowed. Valley pans allowed.
20. Valve springs must be stock diameter for heads being used.
21. Racing oil pan allowed. Pan will go with claim.

E. CARBURETORS AND FUEL:

1. One stock 2-barrel carburetor only.
2. Front bowl Holley on Mopars only. Motocraft on Ford only.
3. No Marine carbs.
4. No milling or grinding allowed.
5. Choke can be removed but not the air horn.
6. Must have stock measurements.
7. Electric fuel pumps allowed with oil pressure safety shut off switch.
8. Carburetor claim will be \$200 plus exchange. Same claim procedures as engine claim rule will be followed, claim must be made within 5 minutes of the end of the feature event. The claim can only be made by the driver and the claim fee must be in US currency. In order to claim, a driver must be in the top 8 finishers, on the same lap as the winner. The cars in the last two(2) places are ineligible to claim. The car whose driver is claiming must meet all rules and must weigh after the feature. Refusal of claim will result in \$500 fine and the next race day suspension.
9. 10% ethanol-enriched gasoline may be used. No alcohol, no nitrous oxide or nitro, no nitrous devices allowed. No methane or propylene oxide allowed.

F. IGNITION:

1. Ignition must be either point system or stock electronics (HEI). No super coils.
2. No Multiple spark boxes (like MSD).

G. RADIATOR:

1. Radiator must remain in stock position and be operable. Radiator mount may be replaced with pipe to tie the fender to it and hold radiator.
2. Extra cooler may be used. It must be mounted inside the car and shielded from the driver.
3. Aluminum radiators are allowed.

H. TRANSMISSION AND REAR END:

1. Must be Stock 2, 3, or 4-speed automatic transmission only. Must be fully functional in all forward and reverse gears. No lightening of internal parts allowed.
2. Powerglides allowed.
3. Minimum of 10-inch diameter torque converter containing a minimum of three quarts of fluid. Torque converter must have a minimum .125" plug. Flexplate must be full, unaltered OEM, or OEM replacement.
4. Posi-traction or welded rear ends are required. Aftermarket mini spool allowed. No full spools allowed.
5. No floater rear ends. OEM, or OEM replacement solid steel axles only. Nine inch Ford rear end allowed, but must be mounted like OEM rear end (centered) for that make and model. One inch inspection hole in housing required. No lightened ring gears. Must be welded spider gears, or mini spool. No torque dividing differentials
6. Any Gear Ratio Allowed.

I. BATTERY:

1. The battery must be moved inside the car and must be covered and securely fastened in a steel box. (NO TARP STRAPS).
2. One battery only – must be 12 volt.

J. BRAKES AND SUSPENSION:

1. Brakes must be factory stock including master cylinder, booster optional.
2. Drum brakes on rear of car only.
3. All cars must have 4 working brakes at all times.
4. No altering of suspension or steering. Steering shaft with u-joints or slip joint is OK. All suspension parts must match frame.
5. NO filing of numbers off shocks. Bilstein, Carrera, etc., “stock replacement shocks” are allowed. No “helper” springs or shocks (coil-over). Front springs must be at least 5” in diameter. Springs must be stock mounted. No sliders on leaf cars. No Multiple holed shackles. Racing springs allowed with no adjustable spacers.

K. FUEL TANKS:

1. Fuel tanks must be moved into the trunk area. Trunk floor may be gutted for fuel cell. If fuel cell protrudes below trunk floor, a fuel cell guard must be in place. This guard will consist of a piece of tubing, minimum of 1 ½ inches in diameter, 1 inch below the cell and from frame rail to frame rail. The bottom of the fuel cell cannot be lower than the bottom point of the stock frame rail. Fuel tanks or fuel cell must be mounted to the roll cage.
2. No stock tanks, fuel cells required.
3. There must be a firewall between the driver and the fuel tank.
4. Fuel tank must be securely mounted using a minimum of two (2) 2” steel straps.
5. Fuel cell must be in a metal container.
6. No plastic boat tanks.
7. Must have a ball check valve on vent and flapper valve on filler neck.

L. TIRES AND WHEELS:

1. Any Racing or Street tires, must be no wider than 8” tread. No mixing of racing tires, tires must be the same on all 4. Racing tires allowed are the Wissota H40, Wissota 35, or IMCA G60
2. 14” & 15” by 8 “ max Steel wheels only. Racing wheels allowed, any offset allowed. Steel rims must be 19 pound minimum.
3. 1” Lugnuts are mandatory.

M. GENERAL RULES:

This class is designed for stock street cars only. Any areas not covered in the above rules shall be left up to the discretion of the management. If in doubt – ASK. We will uphold the intent of the rules.

N. NUMBERING:

Cars must be neatly numbered using numbers from 1 through 999. Numbers must be at least 18” high and 10” wide with a body of 3”. Numbers must be painted on the door on both sides of the car and the roof. A 6” x 6” plate with the number painted on it must be placed in the front window and the rear window. All Numbers must be of contrasting color to the car. Do not incorporate graphics into your number. Simple block numbers using the above dimensions and contrasting colors are the easiest to read. Do NOT paint number on the rear quarter-panels. Do NOT use shiny reflective or prismatic type decals.

O. CAR APPEARANCE:

All cars will be kept neat appearing. Tin hanging off cars and/or sharp edges will not be tolerated.

P. TRACK OFFICIALS MAY TEARDOWN ANY CAR AT ANY TIME.

ENGINE PROTEST RULE

ELIGIBILITY AND FEES:

All race cars competing in the feature event are subject to being protested. Any three (3) drivers competing in the feature event may protest, as a group of three (3), providing their race cars meet the minimum weight and are otherwise legal under the rules and they have registered their intent to protest with a track official prior to the start of the feature race and have tendered the required protest fee. The protest fee shall be \$100 for either the top end or the bottom end or \$200 for both. If after teardown, the engine is found to be legal, 75% of the protest fee will go to the protested driver and 25% of the fee will be retained by the track. If after tear down, the engine is found to be illegal, 75% of the protest fee will be returned to the drivers who protested and 25% will be retained by the track.

PROTEST PROCEDURE:

Immediately following the completion of the feature race, a track official will notify the driver of the relevant race car that his/her race car has been protested. The protested drivers shall proceed directly to the "claim area" where he will receive further instructions as to where the tear down will take place. A track official will be assigned to stay with the protested car until the tear down is completed. **SPECIAL PROVISIONS:** Only the drivers may protest. A driver may only protest one engine per race. Only the tech inspector has the final word on the legality of the race cars involved in the protest. No person shall prevent or interfere with the protest procedure. Only the driver and 2 pitmen from the protested car, the protesting drivers and 1 of their pitmen and the appropriate track officials may be present at the tear down.

PENALTIES:

If an engine is found to be illegal, the driver of the protested car will forfeit all points and money earned for the event at which the engine was protested and will serve a 2-event suspension. The 2-event suspension applies to both car and driver. Refusal of a protest will result in the same penalties as above. In the case of a protest refusal, the protest fee will be returned to the drivers who protested. A second protest refusal by the same driver in the same racing season shall result in loss of all points and money earned for the event at which the engine was protested, a 4-event suspension for both car and driver and loss of all points earned year to date.

ENGINE CLAIM

The claim can only be made by **THREE (3)** drivers together and the claim fee must be in US currency. There will be an engine claim of \$200 plus exchange of one of the 3 claiming driver's engines. The driver being claimed will have the choice to pick one engine from the 3 claiming drivers. The claim must be made by **THREE (3)** drivers within 5 minutes of the end of the feature event. The claim can only be made by **THREE (3)** drivers together and the claim fee must be in US currency. The claiming driver's engines must be in good, sound running order according to the track officials. In order to claim, the drivers must be in the top 5 finishers, on the same lap as the winner. The cars whose drivers are claiming must meet all rules and must weigh after the feature. Track has option to claim for \$500, with no exchange.

The claim includes everything except: carburetor, ignition, exhaust manifold, starter, water pump, fan belts, pulleys, and fuel pump.

The refusal of a claim or the discovery of an illegal motor, transmission, clutch, intake, exhaust or carburetor will result in a next race suspension for both car and driver and the loss of all points and money earned that night, as well as all points year to date and a \$500 fine. Suspension time must be served and fines must be paid before the driver is allowed to race again.