

# 2018 Galesburg Speedway Burg Stock Rules

A Member of the [Michiana State Line Racing Association](#) (MSLRA)

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**PLEASE NOTE.** It is the driver's responsibility to look over and/or upgrade all personal safety equipment. A full containment seat, a head and neck restraint, a fuel cell with all of the proper check valves in place, a new fire suit including proper under garments, gloves, socks and shoes that all meet the highest of safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/1 approved.

Burg Stock Rules are set for an entry level class for entry level drivers. The track retains the option of moving a driver up to the Outlaw FWDs if their performance exceeds most of the other drivers in this class. Cheap cars – Great fun for the whole family.

New for 2018 at Galesburg Speedway will be a max break out rule. The max break out rule for all cars racing in the Burg Stock division will be a 17.400. If you go faster than the 17.400, the car and the driver will no longer be able to participate in the Burg Stock division for the remainder of the season. You will be moved up to the Outlaw FWD class. This move will be permanent. There will be no moving back and forth. Once you go under that time you are done in the Burg Stock division. If this happens during qualifying, dash or heat race, you will be moved up to the Outlaw FWD for the feature. If it happens in the feature event you will be disqualified and done for that night and will receive start money for the night. Your points will not transfer to another division. There is no exception to this rule.

## 1. BODY.

1. Four or six cylinder, front wheel drive, factory fuel injection, complete stock body and complete stock frame from front to rear. All exterior body panels will remain stock front to rear.
2. No alterations will be made unless the rules expressly state alterations are permissible.
3. No convertibles, 2 seat coupes, trucks or super or turbo charged cars are allowed.
4. Drivers may secure bumpers to frame mounts with a maximum of 1/8" thick angle iron or flat stock. No heavy tubing or channel. Nothing over 1/8" thick and 4" tall. This is permissible to save teams time and the cost of purchasing OEM bumpers. Adding too much bumper support will result in the team cutting them off. Allowable is adding one piece of 1.75" x .090 (maximum size) tubing between frame horns (both front and rear) to provide a solid place to attach the chain/cable hook-up. Standard hardware cloth may be attached in front of the radiator, but no expanded steel or equivalent is allowed.
5. Both front and rear bumpers must be strapped or chained to the frame to prevent dragging. When removing the vinyl covering on the dashboard, the "ugly stuff" may be covered up with a piece of aluminum or sheet metal. Rub rails are allowable when securely mounted with carriage bolts and smooth ends.
6. Any patch work on the exterior of the car will have steel or aluminum patches. All sheet metal will be riveted or welded; no sheet metal or self-tapping screws.

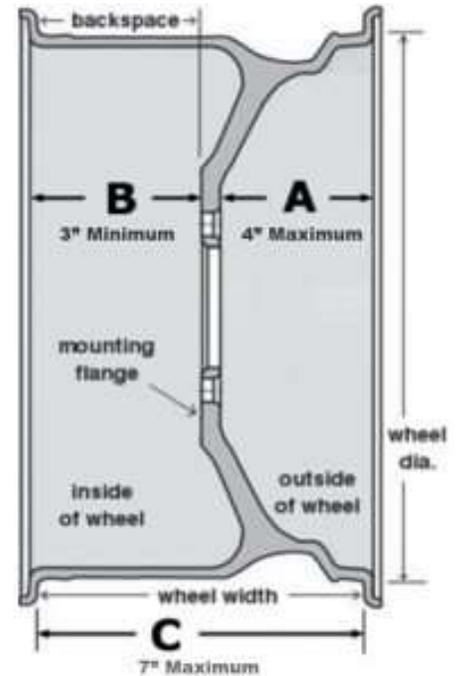
## 2. ENGINES, FUEL TANKS AND EXHAUST.

1. Unaltered stock ECM computers. No aftermarket computer chips. The Track reserves the right to pull and have the ECM checked, **The driver and owner will not be paid or awarded points until the ECM has been proven unaltered. THIS WILL HAPPEN, SO THINK ABOUT WHAT YOUR BRINGING TO THE TRACK.**
2. All cars must start with the stock ignition key or a simple push button/toggle switch. All of the stock wiring to the car will remain intact. Engines and transmissions are to remain stock.

3. A stock style exhaust system complete with a muffler that exits behind the driver's seat is mandatory. 2" maximum exhaust tubing; catalytic converter not needed.

### 3. WHEELS/TIRES.

1. Stock wheels only. Stock for the car's year, make and model. Safety wheel permissible (optional) on right front and right rear, 3" offset only. Safety wheel must comply with measurements on drawing.
2. All wheels must be the same size with the exception of the RF & RR wheel if using a safety wheel.
3. 1" lug nut required when using safety wheel. Wheel studs must extend at least one thread beyond lug nut.
4. All wheel weights must be removed from both the inside and outside of all wheels.
5. No wheel spacers of any kind.
6. Stock DOT tires only. Z rated, bias ply, trailer and recap tires are prohibited. Single ply sidewall DOT radial tires only. No Goodyear Triple Tread tires or high dollar equivalent tires will be allowed. Any 55, 60, 65, 70, 75 or 80 series radial tire 165-215. Minimum tread wear rating of 300. Tread wear rating must be visible on outside of tire. The track has the right to reject any tire.



4. **GAS TANKS AND BATTERIES.** A stock gas tank in its stock location is required. Double check the gas lines and the tank straps, replace them if they are worn. All cars must have a shut off switch next to driver window which can easily be reached from the outside of the car.

### 5. COCKPIT.

1. There will be no gutting or stripping of any metal inner body panels unless the roll cage bars go all the way out to the door skin. Minor gutting of the non-cockpit body parts are allowable. For four door cars, the driver's side window/door post between the front and back door may be removed for roll bar clearance and added room to exit and enter the car.
2. The original windshield may remain as is; however, a full Lexan windshield is highly recommended. All other glass must be removed. All cars will run a full windshield.

### 6. STEERING AND SUSPENSION.

1. All steering and suspension will remain stock with no modifications, front to rear and side-to-side. No more than 1/2" of camber on the rear tires (measured with a 24" carpenters square).
2. The wheelbase will remain within 1/4" side to side (rear steer).
3. Drivers may have a quick release steering wheel for safety. The complete stock steering assembly must remain.
4. Brake and gas pedals will remain stock. A toe clip on the gas pedal is highly recommended.
5. Struts may be taken off for inspection at any time during the event. No cutting, shortening, heating or stretching of the springs. Springs and struts must be stock for the car's make, model and year. All cars must bounce freely up and down.
6. All cars will be checked for locked front axles. With one side of the car jacked up, either tire must spin freely when the opposite tire is on the ground.

### 7. SAFETY.

1. Although drivers are strongly encouraged to build and work on their own cars, if the team has little or no experience putting in a safe roll cage, contact a good welder to assist with installing a quality roll cage, racing seat, 5 point safety belts and window net mounts.
2. All Burg Stocks will have a minimum of a 4 post roll cage. The minimum round or square tubing size is 1.5" x .095 thick; no exhaust tubing or old rusty well pipe allowed.

3. The rollover bar will be behind the driver's head, with the upper halo section constructed to give the driver plenty of head clearance and protection to provide safety in the event of a rollover.
4. All cars will have a minimum of 3 driver's side door bars, as well as a single or an X door bar on the passenger side.
5. A minimum 30" wide by 12" tall by 1/8" thick driver's side doorplate is required on all cars. No removal of any interior door panels except for door bar clearance.
6. All doors must be bolted, welded or chained shut.
7. When using a stock seat, make sure the seat tracks are solidly bolted or welded.
8. The back of the seat must be secured to the horizontal back bar of the roll cage. An aluminum racing seat is highly recommended.
9. Rear bars will be a maximum of 1.75" round or square tubing. The rear support bars may extend rearward from the top of the cage behind the driver, angling down to the rear of the trunk area.
10. Two bars may extend back from the middle section of the back hoop rearward. No bars may extend through the rear of the trunk area. Drivers may have an X between the two rear diagonal bars. The rear strut towers may be supported with the back bars to help keep strut towers in place. Bars are allowed to extend through the front firewall for added leg protection for the driver. These bars may attach to the strut towers, but may not go any further forward. Front hoops are allowed for safety. 1.5" round tubing maximum. No heavy square tubing or channel.
11. Radiator support may be built rather than using the stock core support.
12. Stock bumpers and all front OEM sheet metal are required.
13. All mirrors, upholstery, insulation inside and under the hood, carpet, tail lights and headlights, all loose trim on the exterior of the body, trailer hitches, and aftermarket add-ons must be removed from the car. Any combustible material in the driver's cockpit area must be removed.
14. The original hood and trunk latches must be removed and replaced with a quick release hood pin system. Any hatchback may be removed entirely or must be solidly welded or bolted shut.
15. All holes in the floorboard and front firewall must be covered securely with sheet metal. All sheet metal will be riveted or welded; no sheet metal or self-tapping screws.
16. Carefully vacuum all loose glass or material from the interior of the body panels. All loose rust flakes or trim must be removed from your cars. Use a sledgehammer on your bumpers to knock off the loose material from the undercarriage.
17. Before a car will be allowed on the track make sure the cockpit and trunk areas are clean and vacuumed.

## **Michiana State Line Racing Association**

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It's become harder to field a car to run on your favorite short track, much less comply with different rules at surrounding tracks if a driver wants to do some traveling. Enter the Michiana State Line Racing Association! This is the Association's first attempt at uniting and sharing a common set of rules and class names. In rare circumstances, tracks will not be able to adopt identical rules; they'll be similar but not identical (watch for rules in green).



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