



2020 BURG STOCK RULES

1. TIRES & WHEELS

- a. 7" steel wheels with a 3" or 4" offset allowed.
- b. All wheels must be the same size but may have different offsets.
- c. All lug nuts must be steel.
 - i. 1" lug nut required when using made for racing wheels.
 - ii. Wheel studs must extend at least one thread beyond lug nut.
- d. No wheel weights allowed inside or outside the wheel.
- e. No wheel spacers of any kind.
- f. Single ply sidewall DOT tires only.
 - i. No Z rated, bias ply, trailer, or recap tires.
 - ii. No Goodyear triple tread tires or high dollar equivalent tires will be allowed.
 - iii. Any 55, 60, 65, 70, 75 or 80 series radial tire 165-215.
 - iv. Minimum tread wear rating of 300. Tread wear rating must be visible on outside of tire.
 - v. The track reserves the right to reject any tire.

2. FRAME

- a. Front Wheel Drive Stock O.E.M unibody front to rear.
- b. No alterations will be made unless the rules expressly state alterations are permissible.
- c. No two seat coupes, convertibles, trucks, mid-engine, rotary, or Cosworth engines.
- d. No added weight, ballast or lead.

3. CHASSIS

- a. All mirrors, combustible materials, glass windows, upholstery, insulation, carpet, taillights, headlights, turn signals, loose trim on the exterior of the body, trailer hitches, and aftermarket add-ons must be removed.
- b. A minimum 4-post roll cage & 3 driver side door bars required.
 - i. Constructed out of a minimum 1.75" round tubing 0.090" thick.
 - ii. 12" x 30" x 0.125" door plate is required.
 1. No removal of any interior door panels except for door bar clearance.
 - iii. The rollover bar will be behind the driver's head, with the upper halo section constructed to give the driver plenty of head clearance.
 - iv. 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.
 - v. Two bars may extend back from the middle section of the back-hoop rearward.
 1. No bars may extend through the rear of the trunk area.
 2. Drivers may have an X between the two rear diagonal bars.
 3. The rear strut towers may be supported with the back bars to help keep strut towers in place.
 - vi. Bars can extend through the front firewall.
 1. These bars may attach to the strut towers but may not go any further forward.
 2. Front hoops are allowed.
 - a. 1.5" round tubing maximum.
 - b. No heavy square tubing or channel
- c. Stock windshields are allowed.
 - i. A full Lexan windshield is highly recommended.
 - ii. All full front windshield is required.
- d. Drivers may secure bumpers to frame mounts with a maximum of 1/8" thick angle iron or flat stock.
 - i. Stock bumpers and all front OEM sheet metal are required.
 - ii. No heavy tubing or channel.
 - iii. Nothing over 1/8" thick and 4" tall.
 - iv. 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.

- e. Both front and rear bumpers must be strapped or chained to the frame to prevent dragging.
- f. Radiator support may be built rather than using the stock core support.
 - i. Standard hardware cloth may be attached in front of the radiator, but no expanded steel or equivalent is allowed.
- g. The original hood and trunk latches must be removed and replaced with a quick release hood pin system.
- h. Hatchbacks may be removed entirely or solidly welded or bolted shut
- i. Rub rails, if used, are to be securely mounted with carriage bolts and smooth ends.
- j. All doors must be bolted, welded, or chained shut.
- k. Made for racing seat **required**. Full containment seat is highly recommended.
 - i. The back of the seat must be secured to the horizontal back bar of the roll cage.
- l. All holes in the floorboard and front firewall must be covered securely with sheet metal. All sheet metal will be riveted or welded; NO SCREWS.
- m. Interiors must remain free of debris, vacuum out all loose material.

4. **BODY**

- a. All external body panels will remain stock, unaltered and in the stock location.
- b. There will be no gutting or stripping of any metal inner body panels except for the driver's door.
- c. Minor gutting of the non-cockpit body parts is allowable.
- d. For four door cars, the driver's side window/door post between the front and back door may be removed.

5. **SUSPENSION & STEERING**

- a. Unless otherwise noted, all suspension parts will be stock & mounted in the stock O.E.M location.
- b. All steering and suspension will remain stock with no modifications, front to rear and side-to-side.
- c. No more than ½" of camber on the rear tires (measured with a 24" carpenters square).
- d. The wheelbase will remain within ¼" side to side.
- e. Stock steering assembly maybe replaced with collapsible made for racing steering shaft.
 - i. Drivers may have a quick release steering wheel
- f. Brake & gas pedals will remain stock.
 - i. A safety return clip on the gas pedal is highly recommended.
- g. Springs and struts must be stock for the car's make, model and year.
 - i. Struts may be taken off for inspection at any time during the event.
 - ii. No cutting, shortening, heating or stretching of the springs.
 - iii. All cars must bounce freely up and down.
- h. No locked front axles. Either tire must spin freely when the opposite tire is on the ground.

6. **ENGINE & EXHAUST**

- a. Any 4- or 6-cylinder front wheel drive engine.
- b. Engines, cams, heads, computers, fuel injectors, clutches, and transmissions are to remain stock for the year make and model of that car.
- c. No NOS, turbo chargers, or super chargers.
- d. Unaltered stock ECM computers.
 - i. No aftermarket computer chips.
 - ii. Galesburg Speedway 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.
- e. All the stock wiring to the car will remain intact.
- f. A stock style exhaust system is required.
 - i. Mufflers are mandatory.
 - ii. 2" maximum exhaust tubing.
 - iii. Catalytic converter maybe removed.

7. **GAS TANKS**

- a. All stock tanks located behind the rear end must be replaced and relocated to the forward area of the trunk.
 - i. Drivers may use a stock tank that is in good condition or an 8-gallon or a smaller racing approved fuel cell.
- b. All external tanks must have a metal frame to hold the tank in place and must be strapped in place securely.
- c. If the tank is in the trunk area, the entire rear firewall must be patched with sheet metal so that none of the trunk area is visible from inside the driver's cockpit.

8. BATTERIES

- a. Batteries maybe relocated but must always remain shielded from the driver.
- b. Batteries located in the driver compartment must be enclosed. Using a marine battery box is recommended.

9. QUALIFYING

- a. To make sure we finish qualifying in time to prepare for that night's events the following guidelines will be used for Burg Stock qualifying.
 - i. Less than 20 Burg Stocks.
 1. Burg Stocks will be given two laps of single car qualifying.
 2. Any car that misses the first session of hot laps will be given one lap.
 - ii. 21 or more Burg Stocks.
 1. Burg Stocks will be given one lap of single car qualifying.
 - iii. Under certain circumstances we reserve the right to utilize group qualifying due to time constraints. Teams will be notified immediately if this occurs.

10. PROMOTIONS:

This class is intended for stock FWD cars & budget racing. To prevent this class from turning into full blown race cars and large budgets, we have a rule in place to promote race teams to the Outlaw FWD class if they are good enough to do so.

- a. The max break out rule for all cars racing in the Burg Stock division will be 17.400 seconds.
- b. If you go faster than 17.400 seconds.
 - i. First offense will result in car and driver being disqualified and promoted to the Outlaw FWD division for that night.
 - ii. Second offense will result in car and driver being disqualified & permanently promoted to the Outlaw FWD division for the remainder of the season.
 - iii. Drivers promoted during qualifying will be allowed to qualify in the Outlaw FWD division.
 - iv. Promoted drivers will be allowed, if they choose, to use the Burg Stock tire rules for a period of 2 weeks in the Outlaw FWD Division.

11. PENALTIES:

It is your responsibility to bring a car to compete with that is legal, as such & to eliminate any confusion, we are instituting a written list of penalties for failing tech:

a. BEFORE QUALIFYING

- i. 1ST TRY: Return to your pit, fix it and pass tech before the last car in your division rolls through tech for qualifying. Sorry but we do not allow working on cars in tech.
- ii. FAILED: Promoted to Outlaw FWD for the night.

b. BEFORE RACE

- i. 1ST TRY: Return to your pit & fix it, start from tail.
- ii. 2ND TRY: Disqualified.

c. AFTER RACE

- i. FAILED: Disqualified - Loss of all points & pay.
 1. If failed after feature lose all points and receive tow money for the entire evening.