



2015 PURE STOCK RULES

This class is for the hobby/entry level driver and is not intended to be a high dollar car division. These rules are for the safety and fairness of all in the pure stock division. All drivers must be at least 14 years old. All drivers under 18 years of age must have on file at the speedway a release form signed by parents or legal guardians. Updates or revisions can be found at www.vikingspeedway.net.

A **fire extinguisher** capable of putting out fuel and oil fires will be on hand in the car's pit area (not in the car) and is mandatory. Cars are subject to inspection/re-inspection at any time during the season to ensure compliance with these rules especially following major damage from wrecks. Tech inspectors and Track Officials reserve the right to perform an in depth **technical inspection** on any car they feel is not in compliance with these rules no matter what position the car finished in the event. Any car found not in compliance with these rules EXCEPT THOSE RULES CONCERNING THE PERSONAL SAFETY OF ANY AND ALL will be allowed to participate in that weeks event but will automatically be disqualified from receiving prize money and points for that event, and will not be eligible to participate in future events until the infractions are corrected.

****Raceceivers are required for 2015**

TOW HOOKS or easily accessible lifting cables front and rear are MANDATORY.

WHEELBASE -Stock OEM measurements for the year, make and model, 108" minimum wheel base. No station wagons, convertibles, Camaro, Firebirds, 4 wheel drives, or front wheel drives. Unibodies must be tied together.

All **GLASS** must be removed. No full screens, 3 bars in front of driver minimum. Window nets are mandatory and must be able to easily be opened from both inside by driver or outside by safety personnel.

MINIMUM WEIGHT –3200 pounds, weight must be clearly marked on car.

STOCK APPEARANCE –Fenders, front and rear wheel wells may be modified (no excessive cutting); to make room for tire clearance. No modified or frame cutting allowed. All chrome and painted trim will be removed. No sharp or jagged edges and no rear view mirrors. Internal panels may be removed for roll cage. **INSTALLATION:** Hood and trunk gussets may be removed. No cutting or modifications allowed on the outside of hood.

Firewall and floorboards must remain stock and in stock location. Front firewall must remain stock. Floorboards must run from driver's side to passenger side and cannot be cut off any further forward than the rear of the driver's seat. All holes (machined, cut or rust) will be covered and sealed in firewall, floor pans, and trunk bulkhead to prevent fire and/or hot liquids from entering driver's area especially where the fuel line passes through the trunk bulkhead and firewall. Cars that do not have a bulkhead between the trunk and driver's area will have to fabricate one to isolate the two areas. The only exception will be the hole for the throttle linkage passing through the firewall. Exterior opening

may be covered, (headlights, side markers, and tail light openings.) Four retaining pins will secure the hood and four pins for the trunk lid unless original hinges are used in which case two pins for the hood and two for the trunk lid will suffice. Bumpers will be stock and ends will be covered and attached to the body sheet metal to prevent hooking. Rub rails permitted on the sides of bodies.

RIMS All wheels will be steel (no aluminum) and 1" lug nuts are required. All four wheels will be the same diameter and width, minimum width 7", maximum width 8", no tolerance allowed. Bead locks allowed

TIRES will be Hoosier from street stock, Midwest modified, super stock, or modified. No new 35's allowed, must be half tread & approved by tech officials.

DOORS - must be welded shut, NO CHAINS accepted.

FUEL CELL -Max 22 gallon. Race style capacity, cell will be centered in car and if floor is removed will not extend below the frame rails behind the rear axle. Braces mounted to frame rails and cage only. Cell will be mounted with 2 straps 2" wide, all the way around and connected to the frame. A catch can is highly recommended. OEM fuel tanks are not allowed. Fuel lines must have additional protection around sharp edges. Steel or rubber fuel line is optional. A one-way check valve will be installed in the vent line to prevent spillage in the event of a roll over.

FUEL -Unleaded regular grade 93 octane, or gasoline, ethanol e85 allowed No race fuels, no tolerance.

ENGINES –

A. STOCK - STOCK - STOCK - No modifications to engines permitted.

B. Must have a working starter. Gear reduction is okay.

C. High performance parts are not permitted.

D. No removal of casting numbers or any alterations to numbers allowed.

E. Maximum overbore is .060. Chrysler .040. All engines must be a maximum of 9.5 to 1 comp.

F. No 400 engines. Maximum cubic inch is 361 Chevy, 362 Ford, 367 Chrysler.

G. Cylinder heads must be stock cast iron production only. Cylinder heads must match block. Any evidence of sanding, polishing, relieving, grinding, porting, chemical treatment or addition of material (chemical or otherwise) to the cylinder head ports or combustion chamber will cause the head to be declared illegal. Cylinder heads multiple angle valve grinds permitted. No external sanding, grinding or removal of casting numbers or markings allowed. Chevrolet "Camel back" heads are not allowed. Chevrolet "Swirl port" heads allowed. Any relief cuts made below the valve seat must be made using a carbide cutter (no stones) and may not exceed more than 1/4" below the valve seat. Ford "302" GTP heads may be used on both the 302 & 351W.

Additional casting #'s not allowed: 040,041,175,186,187,291,292,264,370,414,432, 461,461x, 462,492,545,624,639,881,916,10239906,12552520,12558059,12558062,14011083,14096217 & 14101083.

Maximum valve sizes: Chevrolet: 1.94"x1.50", Ford 302 & 351W: 1.94"x1.60" except GTP heads: 1.84"x1.54",

Ford 351C: 2.05"x1.65", Mopar 318: 1.78"x1.50", Mopar 340 & 360: 1.88"x1.60".

H. Racing oil pans allowed.

I. Solid motor mounts permitted. No engine set-back allowed.

J. After market valve covers okay. Breathers may be tied into exhaust.

INTAKE MANIFOLD -Stock OEM two barrel steel/cast iron intake manifold (porting and polishing is not allowed.) No aluminum manifolds or marine intakes. Air cleaner housing and element may be

after market.

CARBURETORS –Holley 4412, Stock Rochester two-barrel carburetors only, Holley jets allowed. Maximum throttle bore 1 and 11/16" and maximum venturi bore of 1 1/4" OEM replacement parts only. No speed parts. No race type carburetors. No boring or polishing of throttle or venturi bores allowed. No modification of throttle shaft, butterfly screws, or internal parts allowed. Adapter plate maximum thickness between carburetor and intake manifold with gaskets will be 1 3/8" total. Aluminum adapter only. 2 separate openings in the plate must be perpendicular to the base of the carburetor for the total thickness.

FUEL PUMPS – Mechanical fuel pumps only: no belt driven pumps, piston type pumps or electric fuel pumps allowed. No pressure regulator from pump to carburetor.

RADIATORS and engines will remain in stock location, aluminum radiators allowed. A catch can for the radiator overflow is mandatory.

CRANKSHAFT will be OEM stock for the type of engine, no lightening or boring allowed. Pistons will be stock OEM cast or cast replacement, Chevy pistons will be Flat Top two or four valve relief types, no pop ups allowed. Maximum cylinder bore allowed is .60 over. Stock OEM rods, rods must match motor, no machining allowed. Balancing of rotating assembly allowed.

CYLINDER HEADS will be stock OEM cast iron only. No Bowtie, Dart, Vortec or Aluminum heads. Heads may not be ported and polished in any way. Head studs are not allowed. No angle milling.

CAMSHAFT will be hydraulic lifter type only. Lifter must have .100" of movement or travel. No roller cams or lifters. No solid lifters. Max lift at the valve is .420".

ROCKER ARMS –Stock stamped steel rockers only – no guide plates allowed. Rocker arm studs may be screw in or pinned. Push rods must be stock length.

IGNITION -only stock OEM breaker point and HEI (electronic ignition) distributors with OEM coils. (Must have stock coil covers) No aftermarket distributors or coils permitted. Ignition and battery switches will be mounted in the center of the dash so safety personnel can easily access them from either side of the car. Indicator lights for these switches are highly recommended. Stock ignition switches in the steering column will be removed completely to prevent inadvertent locking of the steering column. No car with a column type switch will be permitted to run in any event during the season. No billet alum distributors allowed. Steering linkage with 2 rod ends not in the same plane acceptable. Removable steering wheel highly recommended.

THROTTLE LINKAGE will be of the solid rod type, no throttle cables will be allowed for any event. Dual throttle springs are mandatory.

EXHAUST MANIFOLD will be OEM cast iron, maximum exit must be under 2 1/8". No Center Dump, Two into one, Ram Horn, or Headers are allowed, no porting and polishing or internal coating allowed. Tech officials have the final say. Any chance of questionable manifold please present to official first.

EXHAUST - Dual exhaust only. Exhaust must exit behind the doors, 2" pipe outside diameter is the

maximum allowed. Welding of joints is highly recommended. Must angle to the ground.

BATTERY will be in trunk compartment sealed from driver's compartment and securely fastened to prevent contact with metal parts and damage in the event of a roll over or impacts. A battery disconnect relay is highly recommended. One 12 volt battery only.

CHARGING SYSTEM -must be maintained in a functional state to allow car to be self- starting. Any car that will not start on its own will be placed at the rear of the field no matter where handicappers place car in the field. Gear reduction starters okay. Alternators okay.

ROLL CAGE - a mandatory 6-point roll cage will be used to surround the driver and will be constructed of 1 1/2" outside diameter (1 3/4" recommended) steel tubing with a .095 wall thickness. Welding of joints will be continuous around the entire joint, no partial beads or spot welding. Welding will be of good quality, excessive slag and overheating of steel (burn through) will be cause for rejection. The uprights will be mounted on the left and right sides of the frame with one upright in front and one behind the driver on each side of the frame. They must be securely welded to the flat horizontal portion of the frame, not the kick ups. The four bars joining the uprights must be at least two inches above the helmet height of the driver when strapped in the car. There will be at least three horizontal door bars on drivers side of the car connecting the main uprights; these horizontal bars must have at least one set of vertical supports centered between the main uprights to tie the bars together. A diagonal bar from the top left bar down to the top horizontal bar in the driver's door is highly recommended. A horizontal bar at dash height will connect the front uprights. The rear uprights will be connected from the top of the left rear upright down to the bottom of the right rear upright. Any joint between two or more bars must be gusseted with at least 1/8" steel material for added strength. Driver's side door bars must be plated with 16 gauge sheet steel. Flush grinding of the welds is not permitted. Threaded pipe, angle iron, pipe fittings, lap weld pipe, soft metals such as aluminum, and channel iron will not be used. Any bars running through the engine and trunk compartments will be completely within the body panels of the car. A front hoop to protect the radiator may be used but will be at least 4" behind front body parts to prevent it being used as a push bar. Two additional horizontal bars behind the fuel cell to provide crush protection are highly recommended; one bar in this location is mandatory.

PADDING -Any cage bars within 18" of driver's body, extended arms, legs and head will be padded. The steering wheel center will also be padded.

ALUMINUM RACING SEATS are mandatory. No fiberglass seats. Seats will be securely fastened with 6 bolts, four on the bottom and two on the back, to the frame and roll cage (not to the body).

DRIVER'S GEAR - All drivers will wear a **SA2000 approved helmet (no MS allowed) SA 2000 only**. Date of manufacture tag must be present inside helmet. Helmet must be in excellent shape. All drivers must wear a fire suit, one piece double layer is highly recommended. Fire retardant underwear, gloves, and racing shoes and neck brace are highly recommended.

BELTS AND HARNESS' - 3" width safety belt and shoulder harness with 2 belts going over the shoulder and a minimum of one submarine strap with quick release type buckles are mandatory. Belts will be no older than 5 years and will be in good condition (manufacturers tag must be present) any fraying, worn stitching, or excessive stiffness due to weathering will be rejected. All belts must be securely fastened to the cage and frame. Tech officials have the final say

TRANSMISSIONS – 3 Speed automatic transmissions only. Power Glides are allowed. Must run stock 11” OEM Torque Converter (Must have drain plug). Rear of tranny supported with rubber mount recommended. Tranny coolers must not be in driver’s compartment. Metric 200 trans allowed.

DRIVE TRAIN -Drive shafts will be steel only and painted gloss white. Drive shaft loop will be made of 1/8" thick material at least 2” wide, installed no more than 6" behind the front u-joint. Rear ends will be stock OEM. 9” Ford floaters are legal, (Must match WISSOTA rear end rules). Stock tread width will be maintained.

SUSPENSION -Stock parts only, with the exception of aftermarket **Coil springs, IMCA stamped upper A Frames-Stock Length**. Spacers and shims will be permitted. Adjustment of camber, caster, and toe in only. Longer adjustment bolts are allowed on the right front to facilitate camber/caster adjustment. **Rear leaf springs** may be fiberglass. No adjustable **shocks** of any type allowed stock ends only. No steering quickeners allowed. Maximum 1” aluminum adapter hubs okay on front.

BRAKES -Brakes will be OEM or replacement parts that meet OEM specifications. All components will function as designed and vehicle’s ***brakes are subject to inspection at any time for proper operation***. Parking brakes are not required. Absolutely no aluminum calipers or lightweight drums or rotors will be allowed. No type of adjustable proportioning valves or similar equipment is allowed. OEM brake master cylinder mounted on firewall in stock location (no lightening of any parts).

WEIGHT All weights must be painted white with car number on each. Weights must be fastened according to WISSOTA rules.

MISC. DISALLOWED IF NOT ALLOWED!

ENGINE & TRANSMISSION PROTEST & PROTESTING PROCEDURES:

- A. Top 5 finishers in the feature will weigh and the top four will go directly to tech area.
- B. A driver may execute a confidential "Silent Protest" by giving a cash protest fee to the Viking Speedway tech official prior to the start of feature. A. Cash protest of \$200 is required for a single protest of either the Top or Bottom end of the engine. A Cash protest of \$400 is required for a complete protest of both the Top & Bottom ends. A cash protest of \$50 is required to protest the transmission/torque converter. Identification and orchestras
- C. If the protested car does not finish in the top 4 positions in the feature, the protest fee will be returned to the protester.
- D. The protester must complete the feature and finish the race on the same lap as the fourth place car. If not, the protest will not take place & the protest fee will be returned.
- E. A protester can exercise a protest & finish in the top four (4) themselves.
- F. If the car being protested is found to be legal, the driver of the protested car will be awarded the 75% of the protest fee, 25% goes to track officials.
- G. If the car being protested is found illegal (refer to penalty below). The driver protesting will be refunded ¾ of the fee. Remember, the officials time needs to be recognized.
- H. No driver can protest more than four (4) cars in 1 season, 1 car per event.
- I. No driver can protest another driver more than once in a season.
- J. No driver may protest on their first event of the season at Viking Speedway.
- K. Promoter reserves the right to protest any car.

PENALTY IF ILLEGAL:

- A. Loss of points, money, trophy for that event. Plus loss of all track points for that event.
- B. Suspension of car and driver for two events and up to \$400 fine.

C. Illegal parts can be confiscated by track. It is up to the tech officials.

PENALTY FOR PROTEST REFUSAL:

- A. Loss of all points, money, trophy for that event. Plus loss of all track points year to date.
- B. Twelve (12) calendar months suspension of driver to participate in the Pure Stock division.
- C. Loss of right to protest or claim in any division for twelve (12) calendar months.
- D. \$400.00 fine before the driver is allowed to race at Viking Speedway in any division.

Any questions, please contact Mark Blom at 320-808-5150.

Remember, this is \$100 to win and dropping by \$10 down to \$30 throughout the field. Trophy to the winner!
This is supposed to be entry level and fun.