

Article I. Section 1.0

Article II. General Rules – Pure Stock Drivers cannot race in any other class at NCS or have a current Wisconsin license.

1. All drivers must be at least 14 years of age and have a minor release form signed by both parents. Drivers under the age of 18 must have a signed minor release form signed by both parents and notarized.
2. All drivers and pit personnel must have proper identification. Any person entering the pit area under the age of 18 must have a signed minor release form.
3. All pit personnel should wear white pants, driver suits or uniforms. A driver suit of flame retardant nature (in good condition) is mandatory for all drivers in WISSOTA sanctioned classes as well as the Pure Stock division.
4. All drivers must accept the decisions of the track officials as final. Drivers are responsible for their actions and the actions of their pit personnel. Both are subject to suspension if they fail to comply.
5. Final interpretation of all rules will be made by the officials of the speedway. Their judgment is final and binding. Your signature on the sign-in sheet is your acceptance of this rule.
6. Disorderly conduct – directly or indirectly – with a claim, with track officials, in violation of rules, or as an attempt to influence another person to violate rules will result in suspension, or barring from the track. The first sighted offense of this nature will be treated with a 14 day suspension.
7. Any driver or pit person intentionally driving or acting in a manner as to endanger other people or cars (in the pits or on the track) will be disqualified.
8. A car can compete in only one class – the class it is registered in at the registration booth. No changes are allowed once the car is registered. A driver is responsible for pit fees (and entry fees if applicable) in each class of competition. A driver that has obtained a WISSOTA license cannot compete in this class for that calendar year.
9. Only registered drivers may race. Any changes in drivers or cars must be reported to the appropriate officials before a race begins – no exceptions. All points go to the registered driver.
10. Special track rules may be established for special events at the discretion of track officials.

11. Draw cut off for all classes is at 6:00pm. (This may change for special events, see rule #10.) All drivers signing in after the respective cut off times will start at the back of their heat. If a driver makes cut off but has not helped with track packing (when announced) the driver(s) will start at the back of ALL races they participate in for the evening.
12. The use of intoxicating beverages (including beer) is not permitted in the pit area or the pit parking area, until the program is complete. Any person found drinking (or deemed to be intoxicated) will be removed from the pit area. A car is subject to disqualification if the driver or a crew member has been drinking. Any use of illegal substances is not allowed on NCS property, and appropriate action will be taken.
13. No car is to be driven on the track with passengers (including pit personnel.)
14. Deliberate blocking and careless, reckless or unsafe driving will result in disqualification, zero points and potential fines. Continued behavior in subsequent events will draw a suspension.
15. If a car is lapped two times, the driver must pull into the pit area. In the event that a driver does not abide, the driver will be disqualified.
16. All cars are subject to inspection by the track officials – at any time. A one night grace period may be allowed depending on the infraction – at the discretion of the track officials. Cars not conforming to any rule may be disqualified or suspended.
17. Random checking of cars (in heats or features) may be done at the discretion of the track officials. If a car is deemed illegal, points and contingency winnings (including trophies) will be forfeited. The cars finishing behind a car being disqualified will automatically move up in finishing position.
18. Flags and lights at the speedway:
A constant or flashing red light and red flag means caution – danger on track. Come to a complete stop as safely and as soon as possible. The yellow flag (or light) means slow down, hold your position, stay in line and keep moving. No passing is allowed on a yellow. No pit personnel are allowed on the track at any time. .

19. There will be no yellow flag thrown unless the track is blocked or a driver is in danger. In the case of a restart, cars will be lined up according to the last fully scored and completed lap. First lap restarts will go according to the original line up – with the exception of the car(s) causing the caution. After the second, and before the third start, cars will be lined up in Double file formation with the leader alone in front. Second place has the choice of starting high or low. Fourth place will always be on the bottom. Any car(s) causing a restart will go to the rear of the field.
20. If a driver causes a yellow flag for sitting on the track while the car is fully operational in a heat they will be sent to the pits.
21. During the feature, if you draw a caution for a flat tire when you are able to continue into the pit lane without bringing out the caution, you will be scored as a “DNF” and sent to the pits.
22. No signaling to any racer on the track (with the exception of a flat tire.) Any car whose team is caught signaling will be disqualified.
23. When the lead car takes the checkered flag, the race is over for all cars who are one or more laps down. We do not want cars racing while others are on the cool down lap.
24. All drivers are responsible for your car, car owner, pit crew, and family/fans. Drivers will be penalized for actions taken by their car owner, crew, and/or family/fans. Penalty may be in the form of being put to the back of a race, disqualification, suspension, and/or fine.
25. In addition to the rules in this book, there will be a handout available at all events which will cover the general procedures and rules of the actual race event. It is your responsibility to obtain, read, and abide by the rules contained in that handout.
26. If caught bad mouthing, bashing, or writing anything negative about track, facility, or sponsors on social networking sites, will be fined \$100 and suspended for 2 Weeks

Article III. Safety

1. Four point roll cages (of welded construction) are mandatory. 1.666 O.D. pipe minimum - .095 side wall minimum thickness – no pipe fittings. Pipes in drivers and right hand door are mandatory. Cages are subject to inspection.
2. All upholstery and glass must be removed. Safety screen or bars are required in front of driver.
3. All stock gasoline tanks must be removed and replaced with a racing fuel cell. Solid metal floor boards are mandatory. All of the above mentioned items are subject to inspection.

4. Doors must be welded shut – no exceptions.
5. Tow hooks or chain loop – front and rear – attached to frame or bumper are mandatory (for towing.)
6. All cars must have four wheel brakes in good working order.
7. Five point seat belts and harness with crotch strap are mandatory. Three inch belts and harnesses must be used and be in good condition. Belts and harness CANNOT be over three years old.
8. All cars must be equipped with starters in working condition.
9. Weights and drive shafts must be painted white. With car number clearly displayed.
10. A metal hoop is mandatory around open drive shafts and must be a minimum of ¼” thickness and 1” wide – no chains – and securely fastened.
11. All cars must have mufflers. The maximum noise level for all cars is 95 DB at 100 feet.
12. All batteries must be covered and fastened securely. If the battery is in the drivers’ compartment, it must be enclosed in a marine type case.
13. No mirrors allowed.
14. Window nets are mandatory in all classes.
15. Neck restraints are required for ALL Purestock drivers.

Article IV. Section 2.0

Pure Stock Rules

1. Models

American built passenger cars with a wheelbase of 112 inches and longer – no tolerance. Two or four door sedans, hardtops or coupes. No rag tops, trucks, camaros or firebirds.

2. Bodies and Interiors

Remove all glass, combustibles, and dangerous objects. Dash may be removed. Stock steering column must remain in factory position. Steering wheel must be padded. Remove or disable factory anti-theft steering lock mechanisms. Hood hinges may be discarded. Cutting of hood supports will be allowed and no aluminum hoods. You may enclose cockpit with aluminum if you wish, but you must have a 12 inch square inspection hole in aluminum. Only quick release hood pins will be allowed to secure hood and trunk. No wing nuts, bolts, bungees or wires. Stock firewall between trunk and interior and between motor and interior. No holes in cowl/floor pan area. Trunk floor and inner panels stay intact. One hole may be cut no bigger than oil cooler. Batteries must be securely mounted. If the battery is in the passenger compartment it must be completely covered. The battery must be mounted independently from the cover. If either is deemed to be unsafe, the car will not be able to run. Front inner wheel well may be removed. Wheel openings may be trimmed as necessary to allow for the new tire rule however, the inner quarter panel must remain and must be reconnected to the outer quarter panel. Racing seats only. Seat must be mounted and secured in a minimum of four locations, using larger washers. Doors must be welded shut. Windshield must be removed and must have screen bars in front of driver. No holes in hood. No spoilers or hood scoops. Reasonable stock appearing nose piece. No interior enclosures. No cutting on exterior or interior metal. Bolted objects may be removed; wiper motor, heater core, etc. You may cut the inner door only if it is replaced with a minimum of 2 bars - 1½ inch tubing required. An optional hoop style throttle pedal (so it may be pulled up by the foot) may replace the stock throttle pedal so to prevent the throttle from sticking.

3. Exterior Bars

A rub rail is recommended on both sides of the car and must extend past the door in both directions and be securely fastened to the door, fender and quarter panel. Mount rails in a manner so as to provide maximum protection to the driver. All side bars must be parallel to

the ground and we suggest that they be tied into the main roll cage uprights. Must be smooth with no sharp edges.

4. **Fuel Tanks**

Must be relocated to forward area of trunk and be absolutely, securely mounted. All fuel cells must have a minimum of two 2-inch by 1/8-inch thick steel straps securing it. No tin straps, bungees, etc. If your tank is deemed unsafe, the car will not run. A 20 gallon maximum racing fuel cell is mandatory. All tanks must have a positive shut off valve mounted near the tank. A maximum 1 inch opening around the fuel cell. All tanks must be equipped with a vent that prevents fuel loss in the event of a rollover. Absolutely no vented caps. Fuel lines or oil lines are not allowed in the cockpit.

5. **Bumpers**

Stock bumpers only, no sharp edges. Ends must be tucked in to prevent hooking and punctures. Bumpers may not be altered or reinforced. Tow hook or chain loop must be provided at both ends to allow for wrecker attachment. Bumpers can be welded solid for safety if not welded you must have a safety chain to secure bumper to the frame, or some type of approved retainer. Bumper height must be stock. No excessively high or low bumpers, no brackets on face. No excessively built bumpers, no battering rams or cowcatchers. Nerf bars are allowed on the back of the car. Stock appearing, plastic noses are allowed. However, they must have a stock bumper and core support behind them. No aluminum front bumpers.

6. **Roll Cages**

Main cage and door bars must be a 1.666 minimum mild steel. Must consist of continuous hoops not less than 1.666 outside and have a wall thickness of at least .095. Must be frame mounted in at least six locations. Must consist of a configuration of front and rear hoops deemed acceptable by track inspectors. Driver must not protrude past roll cage (with helmet on and strapped in driver seat.) Cage must be securely supported and braced. Low carbon mild steel tubing is recommended. No iron pipe or square tubing allowed. No brazing or soldering. Minimum of three horizontal bars in driver's door or driver's door plate – minimum of ¼ inch thick and 12 inches wide, must extend at least 12 inches beyond the front and the rear of the driver door and be securely welded and/or bolted to the side of the car at bumper height. Uni-body may be tied together above floor pan with roll cage. One hoop in front of radiator, but must be behind grill with one kick back brace on each side. No further back than spring tower is allowed. Must be track approved or car will not run. Two optional support bars may be added from the main cage to the front frame horns. These support bars must be either 1 1/2 inch or 1 5/8 inch tubing. These support bars cannot be fixed from side to

side and can only have 1 contact to the frame on each side. The stock core support may be removed and replaced with a mounting hoop. See diagram enclosed.

7. Engines

Factory produced V8 or V6 standard production motors. Stock motor mounts only, and mounted in stock location only. No aluminum blocks. Absolutely no internal engine modifications, engines must be completely stock and unaltered with stock stroke. No performance parts. Stock rods and pistons for that motor only. Hydraulic lifters only (no solid lifters), No roller lifters, No aftermarket pulleys, etc.. Intermarriage of motor allowed within manufacturer for GM to GM, Ford to Ford, Mopar to Mopar etc. Stock, hydraulic cam. (Max. 460 lift). C.I.: GM-350, Ford-351, Mopar-360. All engines must have stock dish or aftermarket 4 valve relief flat top pistons. A .030 over-bore will be allowed, but only on track approved pistons. Stock oil pan only with baffle around oil pump pick up. No windage trays allowed.

350 Chevrolet....Seal Power 345NP, Perfect Circle 224-2770

351 Ford....Seal Power 336P, Perfect Circle 224-1832

360 Mopar....Seal Power 405P, Perfect Circle 224-1850

Mopar standard bore may run stock flat top pistons.

Absolutely no cutting or grinding on pistons to maintain .030 below block deck. Minor deburring allowed for cleaning up of casting flash. No milling on block. Balancing of crank and rods is not allowed. Rod bolts and steel push rods must be stock replacement and can be hardened. Aftermarket rod bolts will be allowed, but must be the same weight as a stock rod bolt. No Grinding allowed on rod bolts. All motors must not exceed 9 to 1 compression as calculated by the track's KATECH whistler in post-race inspection. You must insert inspection hole on the side of the oil pan, 2-3/8 inches down from the top of the pan and center on the 7th & 8th connecting rod journal. The hole needs to be ½ inch or larger. This inspection hole is mandatory.

8. Heads

Stock cast iron heads only. No aluminum heads. No angle milling of heads. Stock diameter valve springs. No roller rockers. No cutting or grinding of any kind. No milling on heads. No aftermarket. No grinding off casting numbers. Only track approved heads are legal. No milling on intake surface of heads.

GM: #882 or #624 heads with a maximum 1.94" intake and 1.5" exhaust. Max. 1/5 rocker arms, Screw-in rocker studs are allowed,

Lock nuts will be allowed on rockers. One piece stainless valves are allowed.

Ford: GT40p's are allowed, no SVO heads allowed. No 4 barrel heads on Cleveland etc.

Mopar: Standard 360 head #915 and #587 with small valve (1.88)

9. **Manifolds**

Unaltered stock, 2 barrel cast iron intake, and unaltered exhaust manifolds only, and must be original equipment. No marine type manifolds. No super chargers or turbo chargers. No high rise or performance intakes, no plenum spacers. No ram horn or center dump manifolds. No headers. No cutting or grinding of any kind. Intake and exhaust must be stock and must fit chassis. Maximum 2" O.D. manifold pipe.

10. **Starter**

Stock only. Must be working and in stock location. Stock GM small starts allowed. No mini starters. Ford solenoid allowed.

11. **Ignition**

O.E.M. stock factory ignitions only, one stock coil only. Stock HEI allowed. No dual point distributors.

12. **Fuel Pumps**

Must be stock, mounted in original location. No high volume pumps. No aftermarket. No electric.

13. **Carburetion**

Stock two barrel only. 380 **CFM. Maximum Venturie 1.250 inches.** No milling, cutting or grinding on carburetor. Holley jets will be allowed on a Rochester Carburetor. Original equipment Ford carburetors only allowed on Fords. No aftermarket Holley carburetors of any kind. Restrictor plate by North Central Speedway is required. Any attempt to alter the restrictor plate will result on a speed infraction fine and potential suspension.

14. **Transmission**

Stock 350 turbo automatics only for GM. **Must run the vehicle's stock planetary gears.** All gears (including park) must work. Must have standard factory production torque converter (no aluminum.) Torque converter must be a minimum 11.75 inches in diameter for GM and Ford and a minimum 11 inch diameter for Mopar. No B & M, Fairbanks or any other high or low multiplication converters. No interchangeable or performance option parts. No internal or any other transmission modifications. No lock-up or stall converters. No 2 speed. Extra cooling for transmission under hood or a STEEL line can be run thru the passenger compartment or cockpit to the trunk. One hole no bigger than cooler may be cut in trunk. Batteries must

be securely mounted No intermarriage. Lines may be run inside the car only if run in rigid conduit.

15. Rear Axle

Stock rear end for manufacturer (60" max), no relocating. Factory stock 273 gears only. Rear ends may be locked. No disc brakes on rear axle.

16. Suspension

Standard original equipment production components only. No relocating of any kind. No coil over. No aftermarket weight transfer devices. Four wheel brakes must be intact and operable. No in or out of cockpit adjusters allowed. Stock master cylinder only. Shocks and springs must be stock and in stock location. No Racing shocks allowed shock must have a 50/50 valving ratio (which is stock ratio, see 16A for more details). Springs may be welded or heated, spring spacers may not be used. Stock steering column and one stock steering box and linkage in stock location. Original spring pockets may not be altered. No adjustable weight jacks. No steering quickeners. Sway bars must not be adjustable.

16a- Shock absorbers must be stock in appearance, must mount in stock location with attachments on each end that resemble stock OEM, no externally adjustable shocks, no rod end bearings, heim joints or special light weight aftermarket shocks will be allowed.

17. Tires and Rims

7 inch stock steel rims with 3 to 4 inch stock offset. Stock rims on right side must have double center plate. No aftermarket or light weight rims allowed, rim must weigh 22 pounds or more. A 1 inch spacer is allowed only on the right side. Any Hoosier 8" racing tire with Maximum .200 tread thickness. No bead locks or screws in wheels. A minimum of 20 lbs of pressure is recommended

18. Exhaust

Exhaust must exit behind driver and not protrude past side of car. Noise level will be a maximum of 95 DB, measured at 100 feet. Cars with poorly fastened exhaust will not run. Maximum of 2" diameter exhaust pipe, straight back under car – in stock location – with turn down. Mufflers are mandatory.

19. Paint

All cars must be neatly painted, lettered and numbered. All cars must be painted in a contrasting color on both sides. Large numbers on the roof and on each side of the car doors are required (4 inches thick, 18 inches high.) Number may consist of any combination of no more than three numbers or letters. Car number must be in upper right hand corner of windshield and rear of car (6 inches by 6 inches in size.) Reflective, mirror-like or prismatic numbers are not allowed.

20. **Safety Equipment**

Window net with quick release on driver side is mandatory. Window nets must drop down. Five point seat belt and harness with crotch strap is also mandatory. Must use 3 inch belt and harness. Belt and harness must be of racing type and be in good condition and must be no more than 3 years old. **Snell 2005 helmets are required. Helmets must be a SA rating.** M (motorcycle) rated are not allowed. A fire retardant racing suit and neck restraint are mandatory.

21. A drive shaft hoop is mandatory. Drive shaft must be painted white. Ballast weights must be bolted in safely, be painted white and have your car number on them.

22. **Fuel**

Pump gas only. No nitrous, alcohol or any other consumable fuel. No racing gas.

23. **Radiator**

One only and must be ahead of motor. Brass or aluminum.

24. **Weight**

All cars must weigh a minimum of 3500 pounds with driver, after race.

25. Points

All cars participating in the race event will receive 12 show points.

Participating means that a car must take a green flag at some time during the racing program, including hot laps.

If a race car pulls out onto the track, under its own power, with the intent to race, then the driver will receive the points for the finish in that race.

Heat Races

Pos.	Points	Pos.	Points
1st	10	5th	6
2nd	9	6th	5
3rd	8	7th	4
4th	7	8th	3

(All other positions receive 2 points)

Consolation Races

<u>Pos.</u>	<u>Points</u>
1st	5
2nd	4
3rd	3
4th	2
5th	2

(All other positions receive 2 points)

Feature Races

<u>Pos.</u>	<u>Points</u>	<u>Pos.</u>	<u>Points</u>	<u>Pos.</u>	<u>Points</u>
1st	35	9th	26	17th	18
2nd	33	10th	25	18th	17
3rd	32	11th	24	19th	16
4th	31	12th	23	20th	15
5th	30	13th	22	21st	14
6th	29	14th	21	22nd	13
7th	28	15th	20	23rd	12
8th	27	16th	19	24th	11

(All other positions receive 11 points)

25. Point Average System

NCS will be using the point average system. A draw will be conducted for the heat and the use of a three week point average (based on the last three weeks that a competitor has competed at NCS) will be used for feature line up.

The inversion will be used as follows: one (1) heat race, invert six (6); two (2) heat races, invert (5); three (3) heat races, invert four (4); four (4) heat races, invert three (3); five (5) heat races, invert two (2). First time drivers only that qualify for the feature event will redraw for the inversion, the first four position will not be allowed for the redraw, positions five (5) thru ten (10) will be allowed.

The driver must finish the heat race in order to be eligible for the invert. DNF is considered not eligible.

The first week of the season will be straight up by heat finish for feature line up.

Special event nights will be draw- redraw format. You will draw for your heat and will re-draw for the feature.

Article V. Section 2.1

Pure Stock Protest Procedures

Any attempt made to circumvent the spirit of the protest will be dealt with at the discretion of the track officials. The North Central Speedway Track Owner and Head Tech Official reserve the right to refuse a protest if it is being made for reasons not supporting the true spirit of the protest. The burden of proof rests with the protester.

1. The top three finishers in the heat and top five in the feature races will weigh and go directly to the protest area.
2. The registered driver only may execute a confidential, silent protest by giving the cash protest fee to the North Central Speedway Head Tech Official or track owner, prior to the start of the feature. The fee will be \$75 for top or bottom and \$150 for both.
3. If the protested car does not finish in the top five positions in the feature, the protest fee will be returned to the protester.
4. The protester must complete the feature and finish the race on the same lap as the fifth place car. If not, the protest will not take place and the protest fee will be returned to the protester.
5. If the protesting driver finishes in the top five, that driver can still exercise a protest.
6. If the car being protested is found to be illegal, the penalties listed below will apply. If a driver is suspended and the car returns for competition with a different driver, the car must be legal.
7. No driver can protest more than four cars in one season.
8. No driver can protest another driver more than once in one season.
9. No driver may protest on their first event of the season at North Central Speedway.
10. The North Central Speedway Track Owner and Head Tech Official reserve the right to protest any car.

Section 5.01 PENALTY IF FOUND ILLEGAL

- A) Loss of all money and contingency winnings (trophies) for the night.
- B) Loss of all track points earned to date will be enforced for any speed infractions (all engine components, transmission and rear end.)
- C) The driver will be suspended for two completed race events and must pay a \$200 fine before being allowed to compete at North Central Speedway in any class.
- D) Loss of all illegal parts to NCS.

Section 5.02 PENALTY FOR PROTEST REFUSAL

- A) Same as "A" above.
- B) Loss of all track points earned to date.
- C) The driver will receive a twelve calendar month suspension from all events at North Central Speedway.

Article VI. Section 2.2

Article VII. Pure Stock Motor Claiming Procedures

Any attempt made to circumvent the spirit of the claim will be dealt with at the discretion of the track officials. The North Central Speedway Track Owner and Head Tech Official reserve the right to refuse a claim if it is being made for reasons not supporting the true spirit of the claim. The burden of proof rests with the claimer. The Pure Stock claim rule does not include the torque converter; flex plate, starter, carburetor, distributor, fans and pulleys.

1. Claims must be made to the North Central Speedway Head Tech Official or track owner. \$500 cash must accompany declaration of intent to claim. Claimer must drive directly to the claiming area. Claims must be made within five minutes of the end of the feature race. After the claim is completed, the claimee will receive the cash and the claimers motor. You may only declare intent to claim one motor per race. The driver being claimed has ten minutes to accept or refuse the claim. If more than one person wants the same motor, the highest finishing position will determine the order of car selection.
2. The first five position finishers (whether running or not) are subject to claim by positions six through twelve, which are still running, at the end of the feature. In order to claim, any driver finishing in a claiming position must be on the same lap as the fifth place car. Claiming driver must have a legal motor and is subject to a visual inspection. Both the claimer and the claimee will be whistled and pumped. If either is found to be illegal of a speed infraction, see Section 2.1 – PENALTY IF FOUND ILLEGAL.
3. The top five finishers must pull directly into the claiming area after the feature race. The drivers wanting to claim must drive their cars directly into the same claiming area. If the intent of the claim is expressed with \$500 in cash, and the claimer later changes their mind, that person will lose all points earned year to date and all cash and contingency winnings (trophies) for the night. If the claim is accepted, claimee receives \$500 and the claimers motor.
4. Only the driver may claim a motor and only a driver may agree or refuse to sell a motor. First sell or no sell (by driver being claimed) is binding.
5. Refusal to sell carries the same penalties as Section 2.1 – PENALTY FOR PROTEST REFUSAL.
6. Driver, or car, must have raced at North Central Speedway two weeks in a season to be eligible to claim a motor on the third week.
7. \$50 claim and exchange on carburetor – Pure Stocks only.

Article VIII. Section 3.0

Rule Book Disclaimer

The rules and 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 express or implied warranty or safety shall result from publications of, or compliance with, these rules and 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 Track Owner and Promoter shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that, in their opinions, do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of these specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The Management of North Central Speedway, Inc.
Cliff Saker – Owner
Tim Boeder promoter

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NOTES: