

Bear Ridge Speedway 2021 Dirt Stocks
REFER TO TRACK GENERAL RULES FOR NON-DIVISION SPECIFIC RULES

This division is meant to provide an enjoyable class of auto racing on a "hobby" level. All cars that fit the general scope of this rule book are welcome to race, however, be advised that in the interest of fairness and parity, some changes may be made to individual cars based on performance, particularly with cars that dominate competition on a regular basis. Because of the many types of automobiles that maybe built using these rules, it is impossible for these rules to detail every situation that might occur. Accordingly, management is given discretion to rule on any matter not covered specifically in these guidelines. Competitors will be made aware of said rules as soon as possible, should changes become necessary to ensure greater safety or more equal competition.

Any American-made hardtop sedan or lift-back passenger car permitted, 1955 to present. Sunroofs and T-tops must be reinforced and enclosed. No convertibles. No front-wheel drive, 4-wheel drive, or rear engines. Camaro, Firebird, Mustang, and similar models are welcome with management approval. Other non-production and/or unconventional bodies must receive approval prior to competing, full size trucks allowed (Contact before building as we have never seen one all other rules apply)

CHASSIS, BODY, & INTERIOR SPECIFICATIONS

- ⌘ There will be no tube chassis allowed, frames must remain stock from front to rear axle centerline. Rear frame may be replaced with 2x3 square tube from axle centerline back. The only exception is Camaros and other Unibody Cars may be tied together with no less than 2x3 square tube and retain a full stock front clip and stock wheelbase. Front and Rear Clips MUST MATCH MODEL OF CAR!
- ⌘ Motor must be mounted in stock location or #1 spark plug in line with left front upper ball joint.
- ⌘ Frames may be "X" braced. Unibodies must be tied-rear frame to front frame.
- ⌘ Inner tin on hoods, trunk lids, and door panels may be removed.
- ⌘ Stock hood and trunk latches must be removed with pins installed -minimum 2 in front of hood and 2 in rear of trunk. No Dzus-type fasteners allowed on hood and trunk.
- ⌘ Any stock appearing body allowed, "NO WEDGE NOSES" "NO WEDGE NOSES".
- ⌘ All glass, plastic, upholstery, rear seat, lights, and chrome must be removed.
- ⌘ All doors must be secured shut (welded, bolted, etc.).
- ⌘ Fenders may be reasonably trimmed for tire clearance only. All inner tin from hood, trunk lid, roof deck. front and rear fenders may be removed.
- ⌘ Rear spoilers are allowed. May be manufactured from lexan, steel, aluminum, etc. End caps are allowed, but may not connect with any of the roof pillars maximum 3 inches forward from back of spoiler. Must be non-adjustable 6" max height.
- ⌘ Bumpers must be securely fastened to chassis to withstand impact. Bumper ends may be braced. Recommended tow hook front and rear. Minimum 5/16" chain.
- ⌘ Interior tin may be added. Drivers area is allowed to be enclosed.

ROLL CAGE

- ⌘ Four-point cage required with door protection bars. Must be securely welded to frame. Roll cages will be inspected. 1/8" steel plate is recommended on driver's door.
- ⌘ Roll cage must be made of 1-1/2 or 1-3/4" diameter x.095" minimum wall round steel tubing. Absolutely no square tubing or galvanized pipe allowed.
- ⌘ Horizontal bar required behind driver's seat to prevent seat from collapsing backward. Support for headrest and/or seatback extending up to support back of head is mandatory.

- ⌘ Minimum roll cage clearance 3" from driver's head.
- ⌘ Fuel tank protection bar mandatory, Fuel cells must be minimum 12" from ground to bottom of fuel cell

SAFETY

In addition to Bear Ridge Speedway General rules for safety the following apply

- ⌘ Splash guard recommended behind driver's head and shoulders -Lexan recommended
- ⌘ Battery must mount behind driver's seat outside the driver's area, Cars with stock firewalls may mount battery inside compartment but must be mounted on front passenger floor, MUST be totally encased to prevent terminals from shorting out
- ⌘ Driveshaft must be steel only and painted white. No aluminum driveshafts allowed

ENGINE

⌘ OPTION ONE "602" Crate Motor

- General Motors "602" crate engine (Part #88958602 or #19258602).
- OEM factory stock valve springs only-GM replacement Part #19154761.
- Any parts not listed in these rules must be factory stock.

⌘ OPTION TWO "Built Motor"

- Maximum cubic inch limit is 360 for all cars. Engine must remain stock for vehicle. (Exception: Chevrolet 350 CID engine may replace any other Chevrolet V8.)
- No removal or alterations to casting numbers allowed on any engine part.
- All engines are allowed .040" overbore for clean-up and/or wear.

⌘ ENGINE SUB OPTION

We are very open to the idea of allowing 5.3 LS motors racing with us. There still is not much data on how these motors will perform against the other motors. We do have a few exceptions and rules we ask you to follow if you plan on exploring this option:

- NO ALUMINUM HEADS OR BLOCK
- No crazy cams or other aftermarket motor parts, must be STOCK STOCK STOCK
- LS Motors will be carbureted ONLY. Aftermarket fuel pumps recommended.
- We will likely go to a carburetor conversion kit for these motors, Holley and Edelbrock both make affordable kits
- For carburetor swapped motors all other carburetor rules apply.
- Ford or Mopar stock motors ONLY must be approved by Management

⌘ CRANKSHAFT

- No lightening holes, 0.0., trimming. or any other lightening features. Oil holes may be chamfered.
- Main bearing diameter 2.448.
- Crankshaft must be stock for engine.
- Connecting rod journal diameter 2.100.
- Minimum weight 48 lbs.
- All throws and counter weights must not be narrowed or knife-edged. No center cutting on counter weights. No holes through crank pins.
- Machined steel crank pulley allowed.

⌘ PISTONS

- Flat-top pistons allowed. Domed pistons NOT allowed.
- Cast pistons must be Full Skirt, matching four eyebrows and three rings in stock location.
- Chevrolet must use stock OEM cast or cast replacement pistons.

⌘ RODS

- Stock OEM connecting rods must be used. No modifications allowed.

- o Aftermarket rod bolts allowed. Must be 5.7 length.

⌘ CYLINDER HEADS

- o Stock OEM iron heads allowed.
- o Double humped heads allowed.
- o No guide plates allowed.
- o Vortec, Bow Tie, Dart, Brodix, etc., allowed.
- o No aluminum heads allowed.
- o No angle plug heads allowed.
- o No angle milling allowed. No more than 3 cc's can be flat machined or ground from gasket surface of cylinder heads. Factory cc specs will be used as guidelines.
- o Valve stem diameter to .343" +/- .005". Intake valve head diameter not to exceed 1.940". Exhaust valve diameter not to exceed 1.500".
- o Screw-in studs allowed

CAMSHAFT

⌘ Hydraulic cams and lifters only.

⌘ Camshaft lift may be measured at the valve rocker arm. Maximum valve lift will be as follows: Engine Intake Exhaust

- o Buick .402 .418
- o Chevrolet .410 .460
- o Chrysler .429 .444
- o Ford Cleveland .461 .463
- o Ford Windsor .427.465
- o Oldsmobile. 450 .450
- o Pontiac .400 .410

INTAKE

⌘ Stock cast iron or current production aluminum edelbrock intake manifolds allowed. No porting, polishing, painting, coating, or grinding of intake manifold will be allowed.

⌘ Maximum thickness of gaskets and spacer (if used) must not exceed a total of ¼", which will be measured from the base of the carburetor to the top of the intake manifold.

FUEL PUMP

⌘ Mechanical fuel pumps only

OILING SYSTEM

⌘ Racing oil pans will be allowed

⌘ 1" diameter inspection plug mandatory.

CARBURETOR

⌘ Two-barrel carburetors only. Maximum \$850.00 (list price) for carburetors.

⌘ No Demon carburetors allowed. No Holley Ultra HP carburetors allowed.

⌘ Holley 4412: Venturi size 1-3/8" and a maximum throttle bore of 1-11/16". No polishing anywhere that air flows. Choke horn cannot be removed. Venturi area must not be altered in any way. Stock butterflies only. Idle holes may be drilled out to .125". Throttle shaft must remain stock and may not be thinned in any way. A maximum 1-1/8" spacer height including gaskets between carburetor and intake. Must have two return springs on throttle.

FUEL

⌘ Pump fuel only. No alcohol or methanol will be allowed, including the use of fuel additives

EXHAUST

- ⌘ Street type headers as well as Factory steel headers or cast iron manifolds allowed. Stock OEM passenger car type only. No grinding, polishing, porting, acid porting, or any other alterations permitted.
- ⌘ Must remain dual exhaust, no crossover or "Y" pipes allowed.
- ⌘ Mufflers are required. Mufflers may not be altered or modified from original design in any way.
- ⌘ Tri-Y, 180° headers, step headers, stainless steel, coated, ceramic and/or otherwise, and/or merge collectors not permitted. No powder coated or exotic type headers, with the exception of regular paint.

IGNITION

- ⌘ Stock HEI ignition coil only. No dual point ignition. Must remain stock from GM.
- ⌘ GM factory distributor ONLY -Part# 93440806. The ONLY modification allowed is the removal of the vacuum adjustment.
- ⌘ The distributor advance curve and/or all parts must remain stock as manufactured.

COOLING SYSTEM

- ⌘ Any stock passenger car type radiator. Aluminum radiator allowed
- ⌘ Overflow tubes must be routed to overflow mounted under hood
- ⌘ Conventional and electric fans are allowed.

TRANSMISSION

Only steel parts allowed in clutch and driveline. No aluminum, magnesium, titanium, or other materials. Steel scatter-proof 360° bellhousing required. Minimum 1" (2" maximum) inspection hole mandatory, drilled in bottom of bellhousing.

All gears must be in working order.

⌘ MANUAL

- Stock three-speed or 4 speed only. Standard stock clutch (10.4") and flywheel assembly only
- One clutch, one diaphragm-type pressure plate only. No lightening of pressure plate. No aluminum pressure plates allowed -must be completely steel.
- Flywheel must be steel only and weigh minimum 15lbs.with bolts. GM "602" crate engine must use GM flywheel Part #14088646 (15 lbs.) or GM flywheel Part #14088650 (25 lbs.).
- NO TRIPLE DISKS

⌘ AUTOMATIC

- Any stock Automatic transmission allowed for make of motor
- Stock 12" torque converter only

REAR END

- ⌘ GM welded rears, spools, and floaters allowed. No Detroit lockers
- ⌘ Trailing arms must be equal length side to side
- ⌘ No Quick Changes or wide spindles, NO EXCEPTIONS

SUSPENSION

- ⌘ Must be OEM suspension with all stock ball joints and components. Basic reinforcing (double nuts, washers, etc.) is allowed. No other modifications allowed unless noted.
- ⌘ Adjustable jacking bolts are approved for all cars on all four springs. Adjustable spring cups allowed. Spring spacers (including spring rubbers) allowed. No lumber or chains allowed.
- ⌘ A maximum 1-1/4" front anti-roll (sway) bar is allowed in stock location. Use of threaded rod to connect sway bar to A-arms is permitted. No rear sway bars.
- ⌘ Rear suspension must be stock to make of car, Rear control arms/aftermarket allowed, MUST be STOCK Length. Metric chassis stock 4 link, Camaros leaf spring, etc. Leaf spring adjustment in rear only, front of leaf spring *will have no* adjustment.
- ⌘ Camaros may only adjust leaf springs in rear, front leaf mount must be non-adjustable.

⌘ Any aftermarket tubular upper A-arms are approved for use. Must be one-piece steel non-adjustable. Cross shaft must be steel only. Stock type ball joint only.

⌘ Shocks must be stock factory type. Pro, Bilstein & AFCO stock replacement shocks allowed; other brands must be approved. Price limit is \$100.00 (list price) per shock.

⌘ WB series pro shock is recommended and will be the spec shock in the future

⌘ Stock center links only

⌘ Spindles must be stock, Metric cars may use #2 Impala spindles

⌘ Neoprene bushings are allowed

BRAKES

⌘ Brakes on all four wheels must work at all times. Brakes will be checked.

⌘ Rear disc brakes allowed.

⌘ All brake parts must be OEM factory stock style. No racing style brake parts allowed, except for pedals, which may be floor mount or swing mount aftermarket units.

⌘ Brake cooling ducts are allowed.

⌘ Brake bias devices OK

TIRES & WHEELS

⌘ Any OEM stock steel wheel or racing wheel allowed. 15" diameter ONLY. May be 7" or 8" wide. Mixing and matching of offsets of wheels allowed.

⌘ DOT street tires only. 15" ONLY. No racing tires allowed. Tires may be different sizes.

⌘ Stock tread only. No mud, snow, studded, or recap tires allowed.

⌘ One inch (1") lug nut mandatory on all studs. No exceptions.

⌘ Bead locks recommended on right-side tires.

⌘ Chemical treating of tires will not be allowed. A durometer rule will be in effect regarding minimum tire hardness.

⌘ Questionable tires, or tires not meeting above criteria as determined by officials. may be confiscated by officials and could result in disqualification and/or other penalties.

WINDOWS

⌘ All vehicles will be equipped with no less than 3 protection bars in windshield area in front of driver

⌘ No rear windows allowed

WEIGHT

⌘ Management reserves the right to change weight rules and/or percentages for any car at any time in the interest of competition and parity.

⌘ Weight measured with driver in seat. race-ready. Minimum total weight 3,000 pounds. No tolerance.

⌘ Cars with stock firewalls and floor pan minimum weight 2850 lbs

⌘ All added ballast must be made of lead -no other materials permitted.

⌘ Ballast must be painted white with car number highly visible on ballast in black

⌘ Ballast must be bolted securely and in plain view. No ballast may be mounted inside driver compartment or outside body

*****Weights are before and after race!*****