2021 SUPER SPORTSMAN RULES
REVISED: 2-20-21

SPEEDWAY RULES & PROCEDURES:

1. Management reserves the right to reject any entry.
2. Management has the right to check any car anytime at no cost or protest fee. Refusal of this right will result in forfeiture of all Monies earned at the particular event or if prior to competing, the right not to compete.
3. Any deviation to the following rules must be passed by the technical inspector. Disqualification may occur per track official.
4. No crew members are permitted around the scales when weighing cars. Disqualification may occur per track official.
5. No competitors are allowed to be around cars that are under tech inspection.
6. Any car found to be illegal after the feature will be disqualified and lose all points and money earned for the night. Driver and/or car owner of any car found to be illegal after the feature, as far as engine or fuel, may be suspended for the minimum of the following two race meets. Major offenses, as determined by management, could result in total suspension at said track.
7. Get your car on track promptly for start of race. When pit steward calls your car for race, get it out on track in time. Cars not on track in time will have to start in the rear. After starter has given signal to pole car to move, any car coming on track automatically falls in at rear of field.
8. Use good judgment when car malfunctions by staying out of the racing groove so as not to hinder others
9. Please refrain from use of profane language or repeated criticism of officials. This could result in suspension of car and driver. Driver is responsible for any misbehavior of any person or persons signed into the pits with their crew.
10. Alcoholic beverages are not allowed in pits until races are complete. Violators will be suspended from competition for a time designated by officials. Driver is responsible for anyone with their car.
11. Any driver retaliating after checkered flag will not be allowed to race the next race they are eligible to run.
12. Any party who willfully or maliciously uses a race car on the track or in the pit area to injure, destroy or damage another person or personal property will be suspended plus subject to arrest.
13. No one is permitted at the pit fence or pit gate during racing activates.
14. No one is allowed to ride in or on car at any time.
15. Unsportsmanlike conduct on track or pit area may lead to suspension of car and/or driver.
16. Anyone fighting in pits or on track will be subject to disciplinary action.

17. Any crew member caught going into another team's pit area and or trailer that is resulting in a brawl or fight, will automatically be subject to disciplinary action that will be deemed appropriate by speedway officials or track management that could include point loss and/or fine and/or suspension and/or probation. Maximum fine= $1,000
18. There will be no harassment of officials, tow truck operators, safety crews or ambulance crews. Anyone striking or threatening an official with bodily harm will be suspended permanently.
19. Any driver involved in a red flag accident will be checked by ambulance crew.
20. Drivers may not get out of their race cars on track, EXCEPT IN EMERGENCY. Drivers getting out of their car are done for the night and the following week. Drivers getting out to fight will receive two weeks off and $500 fine.
21. Any crew person going to announcer's booth causing a disturbance will cause the car they are with to risk disciplinary action. Once again, driver is responsible for crew.
22. No infield running. Drivers coming off infield causing accident will be disciplined.
23. In order to receive end of year point earnings, you must be in attendance at the Speedway banquet.
24. No 2- lap tire rule in the heat races. If a race car gets a flat tire in the feature, they will be allowed to get 2 laps to change it.
25. Drivers & teams are responsible for conduct regarding social media towards racetrack, track officials and or divisions. Actions can result in possible suspension, point loss and probation and will be determined by management.
26. Cars that exit turn 2 ramp under their own power from the racetrack will be disqualified for that event, only exceptions would be unless they are told by the race director or being towed/pushed by speedway officials.
27. Anything not covered in rule book is subject to official's discretions.
    Because it is not addressed, do no assume it is legal!
    Work Area- A designated work area will be provided for cars in the front pit and a work area for the cars in the Back pit. Cars will only be given time to work on their cars in the feature only and only 2 laps will be given for a Flat tire. Cars that do not go to the designated work area for a flat tire will not be given any time.

Any competitor and/or crew member that attempts to and/or does physical abuse to any event official, including pushing, punching, touching, grabbing and/or grabbing officials equipment, ext, will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by track officials or track management. Maximum fine= $1,000

Any competitor and/or crew member that verbally abuses any event official, event staff and or employee of the speedway will be subject to disqualification and/or fine and/or legal action and/or any other action deemed appropriate by track officials or track management. Maximum fine=$500

Any competitor and/or crew member that goes into another competitors pit area or to any competitors car and becomes involved in any type of altercation will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by track officials or track management. Maximum fine= $1000

Any competitor and/or crew member involved in an altercation that results in physical contact will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by track officials or track management. Maximum fine= $1,000

Any competitor that fails to quickly stop for a red flag or drives through the incident area will be subject to a 2 running position penalty and/or disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by track officials or track management. Maximum fine= $500

Any competitor and/or crew member who goes out onto the racing surface or any other controlled area including infield when closed to team members without permission under a controlled period will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other actions deemed appropriate by track officials or track management. Maximum fine= $500

DRIVERS MEETING

1. All drivers must attend the drivers' meeting. Drivers in violation of not attending the Drivers' Meeting could face a fine, loss of driver's points, owner's points and/or suspension.
2. The number of racecars starting each event and the number of laps for each event may be announced at the drivers' meeting.
3. Any changes in the basic event night program due to car count, track conditions and/or any other circumstances may be announced at the drivers' meeting.

STARTS:

1. The race will begin immediately once the racing surface is clear and the cars are properly aligned in their assigned starting positions.
2. Any driver, team, and/or car, who purposely attempts to hold up the start of any race will be placed at the rear of the lineup and could be disqualified from the event, suspended and/or fined at the discretion of the TRACK OFFICIALS.
3. Once the allotted time (announced at the driver's meeting) allowed for being on the track or in the push-off lane, ready to race, has expired, any late car will be penalized two (2) starting positions. Any car pushed after the field has started assembling must start at the rear of the field. This rule may be adjusted from time to time at the discretion of the track race director.
4. All starts and restarts will take place at a consistent speed. Consistent speed will be at the discretion of Track Officials. Starts will take place within a designated area that will be identified at the driver's meeting. Any car out of line and/or passing before this point will bring out a caution period and will be penalized two (2) positions on the ensuing restart. If an offending car is located on the last row of the starting grid then that car is allowed to restart but will be penalized 2 positions from its finishing position. If the same car commits a second offense it shall be disqualified from that event. All front row cars must choose their racing line coming out of turn three (3) and must maintain that line until the start or restart occurs. Failure to do so will result in a two (2) position penalty.
5. In the event that the race is not properly started by the two (2) front row cars, the responsible car(s) will be moved to the second row. Failure to acknowledge and comply with the "move back" signal will result in instant disqualification from the racing event.
6. Alternate starters for any race will not be permitted to start any race after the original start has taken place.

Single File Restarts

1. A restart cone will be placed on the front straightaway. Cars will assemble in a single file running order.
2. All cars must pass to the right of the restart cone(s) in a single file, nose-to tail manner.
3. If a car passes to the left of the restart cone, hits the cone, passes another car before reaching the cone, is not in a proper nose-to tail alignment and/or is guilty of an excessive gap between cars, then that car will be penalized two positions. Any car in the last 2 running positions of the restart that commits an offense will be allowed to restart but will be penalized 2 finishing positions. If there are multiple violations, the car may be disqualified from the event

Double-File Restarts:

1. Under yellow-flag conditions the field initially goes to a single-file grid. Once the running order has been established and the field is set the race leader will choose either the inside or outside lane. The field will then be signaled to realign double-file. The grid must remain double-file and nose to-tail until the race is started in the designated start area. The race leader sets the pace and is the control car. The race leader restarts the race. Once the leader starts the race it is started for the entire field. Passing and maneuvering throughout the field is allowed as soon as the race has started.
2. All restarts will be Double-File. Baps Motor Speedway Officials reserve the right to change and/or alter this rule, provided the competitors are given notice (in advance and/or over the one-way radio) due to any circumstance that require such a change and/or alteration.
3. If there is a yellow flag for a wreck/incident after a double file restart and the leader does not cross the line (score the lap) we will go with a single file restart.

RACING

1. Any car that does not race on the designated racing surface in order to better its position will be black flagged and penalized at the discretion of the TRACK Officials.
2. The maximum number of event laps will be stated by the Race Director during the driver's meeting but may change due to extenuating circumstances.
3. Cars and/or teams will not be permitted to be 'pushed-off' during any green flag conditions. An offending car will be automatically disqualified.
4. Any car that spins, is involved in an incident and/or has a problem, but does not bring out the yellow flag and/or create a caution period, will blend back into the field where the driver is able to do so. If there is a caution period the TRACK Officials will determine the placement of the car(s) involved. The placement of the car will be where the car blended back into the field.
5. At the discretion of the RACE TRACK Official any car that is involved in two (2) single car spins that are unaided may be disqualified from the event. If the car spins unaided for third time it will result in automatic disqualification from the rest of the night.
6. At the discretion of the TRACK Official any car that intentionally brings out a caution period will be disqualified from the event.
7. All races must be completed. This means if the yellow flag is displayed or caution lights illuminated prior to the leader receiving the checkered flag under the flagstand with timing & scoring, that race will be restarted and run the scheduled number of laps. Under certain conditions, at the discretion of TRACK Officials in the safety of the track may this change due to weather and or township rules.
8. If a race is red flagged due to weather conditions and cars are sent to the pits, then any and all work, including tire changes, is permitted.

9. Any cars that require a push start during a yellow caution period, will be considered involved in the incident which brought out the yellow flag and that car will have to restart at the rear of the field.
10. Any cars that stop, either on the racing surface and/or in the pit/designated work area, during a caution period will restart at the rear of the field.
11. The feature event will be considered a complete event when 50% of the scheduled or announced laps have been completed. E.I.R.I. (Except In Rare Instances)
12. Officials may complete an event, at any completed lap count, at their discretion, if a condition or circumstances create a reasonable inability to continue. The race will be considered complete unless announced otherwise.
13. If, when officials determine in their sole discretion that unforeseen circumstances prevent the completion of the advertised distance or make it impractical to continue or complete the Race within a reasonable time after it has been stopped, the Race will be considered officially completed as of the last lap completed by the leader prior to the Race halt. The finishing positions will be determined, as they would have held if the Race had been restarted

Red Flag:

1. All red flags are considered closed red flags unless Track Officials determines it needs to be an open red. In an open red flag, a work area may be designated on the racing surface. All cars will be moved to the designated work area on the racing surface before work begins.
2. When the red flag is displayed all cars on the racing surface and in the pit, areas must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident. Cars are not permitted to move for any reason unless instructed by Track Officials. Any car that moves during the red flag without permission will be penalized and/or parked.
3. At the discretion of Track Officials, a work area may be designated on the racing surface. All cars will be pushed to the designated work area on the racing surface before work begins.
4. During any red flag situation all drivers, unless involved in the incident must remain in their car unless otherwise instructed by Track Officials.
5. During any red flag, once the field is stopped, the race director may offer the opportunity for any car to pit by signaling to do so with instruction over the one-way radio. Any car that pits for service during the red flag period will surrender it's running position and have to restart at the rear of the field and/or if the race is cancelled due to inclement weather, the car will be scored behind those cars which did not pit.
6. If the race is red flagged due to inclement weather conditions, work and tire changes will be permitted.
7. CLOSED RED: The track will be closed. Crew members will not be permitted on the racetrack and/or to their race cars.
8. OPEN RED: The Race Director will determine when the track is open. Any repairs and/or adjustments, except changing a tire or wheel, can be made to the race car. When the Race Director determines that the racing may resume; an air horn designating the start of a 2-minute work period will be sounded. At one-minute remaining, the air horn will be sounded twice. At the end of the 2-minute period the horn will be sounded, officially ending the work period. Crews must be clear of their car when the 2-minute period has expired or be penalized 2 running positions. Last row cars violating this procedure will be penalized 2 positions from their finishing position. Any car still being worked on once the field has started assembling will be disqualified and not allowed to re-enter the race.

EQUIPMENT & APPAREL FOR ALL DRIVERS No express or implied warranty of safety shall result from publication 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 participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.

1. HELMET: BAPS MOTOR SPEEDWAY requires that a driver must wear an automotive racing type helmet of current standards of SA2015 or SA2020 rating any time he/she is on the track for slow laps, practice or racing conditions. Drivers without a helmet meeting the BAPS MOTOR SPEEDWAY minimum Snell standards may not be permitted on the racetrack in a racecar.

A helmet is designed to absorb energy once. If a significant impact has occurred to the helmet, it is highly recommended that it be sent back to the manufacturer for evaluation. Helmets are subject to inspection at each event by the technical inspector or other BAPS MOTOR SPEEDWAY official. A full-face helmet is highly recommended. Eye protection is mandatory when an open face helmet is used.

Helmets with Radio Harnesses: Many drivers compete in other racing series' that permit the use of radios. If a driver should use that helmet to compete in an BAPS MOTOR SPEEDWAY event, he/she must duct tape the connector end to the back of their helmet. This is the only way in which this helmet will be permitted without actually removing the entire radio harness from the helmet.

2. FIRE SUITS: All drivers must wear an BAPS MOTOR SPEEDWAY - approved fire-retardant suit of Nomex or equivalent material any time they are on the track. A double layer or more is highly recommended. It is also recommended that a suit be kept free of grease, oil or other flammable substances. If the suit is two-piece, both the top and bottom must be worn at all times while operating a racecar (NO EXCEPTIONS!).

3. FIRE EXTINGUISHERS: An on-board fire extinguisher is highly recommended. If used, they must be securely fastened and within reach of the driver. It is also recommended to recharge the extinguisher at least once a year.

NECK COLLARS: All drivers under the age of 16 must wear a neck collar anytime he/she is on the track for slow laps, practice or racing conditions. Neck collars are highly recommended for all other drivers.

OTHER SUGGESTED EQUIPMENT / APPAREL: Some of these items are not required, but they are all highly recommended. 1) Flame retardant racing gloves, underwear, socks and shoes 2) Head sock (balaclava) and knee pads. 3) Steering wheel "nose pad" and roll bar padding. 4) Arm restraints and helmet restraint on the seat. 5) Safety wire on hood and trunk dzus buttons and other nuts and bolts throughout the car. 6) Interior door pads, tunnel pads and other upholstery.

GENERAL RULES:

1. Transponders must be located in front of the left rear axle above where the box tubing and cage meet.
2. Duplicate cars with the same numbers will require a letter next to the number on both side boards. That letter will need to be big enough for the scorers & track officials to score. Failure to do so will result in that car not being scored for that said event.

3. Driver driveline protection should include items such as driveline hoops, driveline web slings, butler bags or other device for foot and lower leg protection at the torque ball. Starting 2022 it will be mandatory for all cars to have protection equipment around the torque ball on driveline.
4. No Carbon Fiber or Titanium drivelines are allowed. Driveline disassembled may be required.
5. Quick change rears optional with steel axle or Winters aluminum spec rear axle. Sprint Car aluminum rear axles optional with a maximum tube opening of 1.90 inches. Knock offs optional.
6. All cars must be equipped with an approved type of quick release safety belt, shoulder harness and anti-sub belt. All safety belts must be anchored to the frame. Shoulder harness must be fastened to the bracing bars and loop over a bar at shoulder height.
   a) Racing Harness: All cars must have a BAPS MOTOR SPEEDWAY -approved type of five-(5) point racing harness (minimum 2" wide) that is equipped with a quick release buckle unless otherwise designated. Be sure to regularly check your racing belts for damage such as fraying, tearing, etc. If this should occur, the belts should be replaced immediately. BAPS MOTOR SPEEDWAY endorses the belt manufacturer's recommendation that the belts be changed two (2) years after the date stamped on the SFI tag regardless of the number of times the car has been raced. The racing belts are similar to a helmet, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make absolutely sure that your five-point racing harness is totally secured and that you have pulled the straps as tight as possible anytime you drive the car.
   B) 3-inch harness recommended, 2-inch dog bone style with a Hans device is acceptable.
7. Brakes- Brakes must be in good working condition at all times including in the pit area and on racing surface. Inboard rear brake is legal, steel rotor only no titanium rotor or hub. Left rear or right rear brake optional. Dual piston calipers on any rear brake. Front brakes may be single piston calibers with aluminum rotors allowed. No titanium or carbon fiber rotors allowed.
8. The steering must be safe and meet approval of technical committee. No power steering. Knee protection mandatory, aluminum wrap around style with padding recommended. Steel rod ends required on drag link. Tethers are mandatory.
9. Recommend minimum 1/8-inch floor pan, preferably steel; or reinforce existing aluminum pans with a second layer.
10. Drivers should wear fire retardant driver's uniforms and gloves plus arm restraints at all times when they are in the car on the track. High back seats recommended.
11. Rock screens are mandatory. Recommend 2-inch square rock guard with side wings.
12. NO electronic bleeders allowed at any time.
13. No driver adjustable shocks. No thru rod shocks or electric shocks are allowed at any time.
14. Flashlights, glow sticks, anything electrical and/or two-way radio or remote controlled communication or any electronic communication with drivers will not be permitted.
15. Highly recommended that race cars have on board fire extinguishers or suppression systems.
16. Highly recommended that all race car trailers have fire extinguishers located at an easily accessible location.
17. NO CARBON FIBER parts including torque tubes, brake rotors, radius rods, steering components and/or driveline will be allowed.
18. WHEELS

- Maximum wheel width of 18 inches excluding bead lock. Steel and/or aluminum wheels permitted. No plastic or carbon fiber wheels

- Both 3 and 5 mounting point wheel covers will be allowed for competition under the following conditions.
- Starting with the 2019 racing season wheel covers having a minimum of 5 attachment points may continue to use dzus fasteners. Said dzus fasteners must be made of steel only.
- Wheel covers having 3 attachments points must be bolted on at all 3 points utilizing a minimum 5/16", flanged steel bolts and an approved fastening (nut assembly) system.
- No titanium wheel covers will be allowed.

19. SEATS:

Aluminum and/or carbon fiber seats will be permitted. All seats must be mounted to the frame as required by the seat and chassis manufacturer. All seats must be installed and used in accordance with the manufacture instructions. We recommended the following SFI 39.2 specifications.

Only the following seats have currently been approved for competition.

- Butlerbuilt- Advantage EZ series BBP-1308-02 ProSprint
- The Joie of Seating-SPR01, full custom, DL-SS-2014 Sprint Custom
- Richardson-R39, R39 Deluxe
- Fiberworks-SCS
- Kirkey- 69, 69 sprint, 79, 79 sprint
- Ultrashield- VS halo-72000, 720000, 75000 and 8000 series
- race tech sprint

The drivers left side head rest/helmet surround must extend at least 4" inches forward from the back of the headrest (where the helmet contacts the back of the headrest.) All areas surrounding the head should have padding.

CHASSIS SPECIFICATIONS:

1. Roll bars: Suggested material: 4130 normalized
2. Top rails: 1 ½ x .095
3. Bottom rails: 1 3/8 x .095 or 1 ½ x .083
4. Roll cage upright: 1 3/8 x .083
5. Cage top cross members: 1 ½ x .095
6. Upper rails 1 3/8 x .083
7. Engine can be no closer to the center of rear axle then 44.5 inches.
8. Any questions call before you build or buy.

Side & top cockpit intrusion safety bars:

Highly recommended that frames have side & top intrusion safety bars. Top intrusion bars would be "halo" style. Side intrusion bars would be the "eagle style" kick out vertical or horizontal bars. Recommended side vertical bars intersect cage top rail 18-22 inches back of front upright and co-incide with a halo if installed. Recommended minimum thickness 1 1/14 by 0.83 for vertical intrusion and halo bars, sissy bars should be a minimum of 1 inch by 0.95 wall.

- Frame rails must be 2x4 inch rectangular tubing with a min wall thickness of .083. Box tubing must tie into rear roll cage and extend from rear of cage towards the front of chassis and be a

min of 58” in length at the shortest point. Box tubing must have a min of 30 inches outside at the rear where it meets the roll bar.

- Tech officials have the option to disallow any car repaired in an unsafe manor.
- The wheelbase may not be less than 90 inches on the left side.
- Weight jacks permitted.
- Drag links must be made of 4130 steel a minimum of one (1) inch in diameter and a minimum material thickness of .058 inches. Tie Rod and Left Front Radius Rod must be 4130 steel with magnetic steel rod ends. Swaging of the tubing for Tie Rod and Drag Link will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing.
- Hollow and/or drilled bolts, fasteners, and/or heim joints (rod ends) will not be permitted.
- Front axles must be made of steel only. The minimum front axle size will be 2 3/8- inch diameter x .095-inch material thickness and or 2 ¼-inch diameter x .120-inch material thickness.
- NERF BARS: -Titanium nerf bars and/or rear bumpers will not be permitted. Nerf bars and rear bumpers must be made from magnetic steel and/or stainless steel. The bumpers must be a minimum of one (1) inch in diameter and have a minimum material thickness of .065 inches. The nerf bars must not extend past the outside edges of tires.
  Left & Right side nerf bars & front/rear bumper.
  A) All left and right side nerf bars must attach to the chassis at 3 points. Two-point side nerf hoops will no longer be allowed.
  B) The front bumper must not extend more than eight (8) inches from the frame and or the measurement from the center of the front axle to the front of the font bumper must not exceed 23.5 inches.
  C) It is highly recommended that a rear “basket” style rear bumper is run on the race car.
  D) Must be mounted with nuts and bolts.
- Torsion arm stops will be mandatory on both sides of the front & rear torsion bars. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved torsion arm stop design. Torsion arm stops must be installed and used in accordance with the manufacturer’s instructions.

The following torsion bar stops have been approved for competition.

- Moose Block 1200 retainer kit
- All Star Performance all star 10730 retainer
- Maring safety retainer
- butlerbuilt mandrel
- KKR grove and clip
- Kaeding clip
- All thread
- DMI-T-REX (torsion retainer express system)
- Schroeder Part Number: “bars” (for Schroeder bars with relief ends)
- Schroeder Part Number: “rwlar” (wedge lock)
- The approved torsion arm stop may be revised time to time with additional approvals and/or other changes to approved list

BODY RULES:

- Only standard type Sprint Car bodies, tails and hoods will be permitted.

- Sheet metal hoods are at tech official's discretion.
- Side foils, rudders and/or panels that extend beyond the rear of the cage support bars will not be permitted.
- Nose pieces and/or the top portions of the hood must not extend forward of the leading edge of the front torsion tube or similar position on a coil-over car. Torsion tubes must be positioned in what is considered a conventional location. The hood side paneling or other side body pieces must not extend forward of and/or below the front axle.
- Sunshields that restrict the driver's vision at the discretion of officials.
- Wedges and/or foils underneath the racecar will not be permitted.
- Pieces that are added to the basic frame to resemble, imitate and/or be specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect the engine and the brake system will not be permitted.
- Mirrors of any kind, whether attached to the racecar and/or the driver will not be permitted.
- The drivers right-side opening must be minimum 10-inch vertical opening at any point and a minimum 21-inch horizontal opening at any point.

WING RULES

1. Wing must meet approval of tech committee ~ NO FRONT WING
2. TOP WING- Center foil maximum size 16 square feet. Center foil must be square or rectangular in shape with all 4 corners set at 90-degree angles with no variance or "cut-outs" allowed. Center foil top may be dished not to exceed 2 1/2 inches at any point when measured from the top of the center foil's leading edge to the bottom of wicker bills leading edge.

- Center foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- Bi-wings are prohibited
- Side panel must cover wing core.
- Single plane wings only
- Maximum 2" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. Maximum dimension of wicker bill may change periodically.
- wing may not be adjusted in any way while car is in competition.
- No foils or rutters will be permitted anywhere on the top wing.
- Wing may not extend beyond outside edge of rear tires. Top wing front posts may not be more than 15 inches off roll cage, NO TOLERANCE.

SIDE BOARDS-

A. Top wing side boards maximum size, 70 inches long and 30 inches tall with a 1/2 inch tolerance. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90 degree angle with no variance. This portion of the side panel's leading edge cannot be in front of behind the center foils leading edge.
B. Panels must be of one-piece construction.
C. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more then 1 1/4 inches on the top or bottom.
D. Side panels may not extend more then 3 1/2 inches in front or rear of wing core, with a 1/4 inch tolerance.
E. Lower front corners of side panels may not impair driver's vision.

WEIGHING/SCALES

- All cars will weigh as directed by announcement, radio message or posted at the designated line up board. All cars must weigh in immediately following their Races as directed. Any detour, redirection, mud puddle meandering, may result in disqualification or penalty
- The winner must weigh prior to any Winner's Circle Interview or Presentation.
- Any detour to the scale, may result in loss of finish position or time. Should any car stop on the way to the Scales and be touched by anyone other than a Race Official, the Driver may be disqualified. Any car not meeting the minimum weight, after the designated event will lose its time, and/or finishing position from that event.
- The scales used for the event, provided by the series or the track, will be considered the official scales for the event.
- Scales will be available for any team to verify its car weight as determined by the official scales for that event.
- The number of cars to be scaled nightly will be announced at the drivers meeting, on the pit board and/or instructed via the driver's one-way radio.
- At the scales, the car must present themselves directly on to the scales. The figure shown is the official weight for that car.
- Officials will allow a car to re-scale two times by pulling off scale and pulling back on. Reading of the third attempt will become the entered weight.
- If, at the scales, the car fails to meet the minimum weight, the following penalties apply:
    - Time Trials: The car forfeits the earned time trial and must start last in a heat race.
    - Heat Race: Car is disqualified for that event but remains eligible for the next qualifying race.
    - Preliminary Mains, LCS and Feature: Car and Driver will be scored in the last finishing position of the race.
- 1O. Total weight of car and driver may not be less than 1725 pounds.

FUEL:

- Fuel additives, including but not limited to nitro, nitro methane and/or nitrous oxide injection will not be permitted. Pure methanol and/or other approved fuels will be permitted. Fuel samples may be taken from time-to-time for inspection and analysis.
- The same fuel cell/tank must be used in the same car for the entire race program. The fuel cell/tank may be changed at the discretion of the tech officials and management if the cell/tank has been contaminated and/or physically damaged for any unforeseen reason.
- A fuel cell with bladder will be the only type fuel cells permitted. The fuel cell must be of one-piece construction of cross-link polyethylene plastic. Alterations and modifications will not be permitted
- All cars must have a fuel shut off valve within easy access of the driver and must be clearly marked.
- ANY AND ALL FUEL THAT TESTS CLOUDLY AND DOES NOT SMELL PROPER WILL BE DEEMED ILLEGAL AND NOT PERMITTED TO RUN! THE BASE FUEL USED FOR OUT TESTING WILL BE THE TRACK FUEL. **NO EXCEPTIONS**

TRACTION CONTROL DEVICES:

1. Traction control devices of any type are not permitted at any time, during any event.

2. From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms and/or tachometers.

ENGINES

ALL ENGINES UP TO 320 CUBIC INCHES

1. Engines limited to 320 cubic inches.
2. No aluminum engine block or heads. Main bearing caps must be iron or steel.
3. No roller tappet cams
4. Any piston, any valve, any steel crank, and steel rod.
5. Factory high performance parts approved. This applies to block and heads.

OVER 320 CUBIC INCHES:

1. Block must be a standard production block or approved stock dimension aftermarket block that was under 362 cubic inches originally. No aluminum blocks. Chevy bow-tie block and Ford SVO19blocks permitted.
2. Crankshafts must be factory production or stock dimension aftermarket cast iron or steel crank. Stroke must remain stock. Crank may be turned a maximum of .040 under. Chevy stroke of 3.480, Ford stroke of 3.50 and MOPAR stroke of 3.31 or 3.45. No swapping of cranks. Ford SVO crank with part number M6303-H351 permitted. MOPAR high performance crank with part number P4120312 permitted. All cranks must be a minimum of 46 pounds in weight.
3. RODS - A production rod from a V-8 engine under 362 cubic inches. Modification of rod length prohibited. Rods, block and crank to be used in the same combination that factory originally manufactured. Any stock dimension steel rod (No titanium) may be substituted. Stock dimension includes length, wrist pin location and journal size. Approved aftermarket rod must be in factory condition, no polishing or reworking. No addition or removal of metal other than normal balancing. All engines must have a 3/4-inch inspection hole on either side of the oil pan but must align with one of the main journals and must allow access by magnet or bore scope camera to the main rod/journal area without interference of windage tray or 2x4 frame rails. If not, oil pan must be removed for inspection at the track's tech facility. Ford permitted to use a 6-inch length rod with SVO crank.
4. Flat top pistons only. Zero deck, piston may not be above the deck of the block.
5. Any cast Iron/steel cylinder head that meets the following parameters:
6. No aluminum cylinder heads.
7. 60cc minimum combustion chamber volume.
8. 225 cc maximum intake runner volume, no raised runners from factory stock runner floor.
9. No porting or polishing of runners or combustion chamber, machine or chemical, except for ¾" to match intake ports.
10. No spread port exhaust configuration.
11. Maximum 2.08" intake valves: maximum 1.625" exhaust valves; only valves with 11/32" minimum valve stem.
12. Factory stock valve angles; chevy 23 degrees, Ford 20 degrees; 1 degree tolerance.

13. No titanium valves steal or stainless steel only; No titanium valve springs; any retainer/keeper may be used.
14. No relocation of rocker arm studs from factory stock; factory stock valve guide angle only, no relocation.
15. Clean up of valve bowl to maximum 80 degrees is permitted.
16. Screw in 7/16" studs are permitted.
17. Roller rocker arms are permitted; shaft rockers permitted.
18. Angle milling is permitted.
19. Sparks plugs may be straight or angled.
20. Casting and part number identifications must be retained.
21. No Milling or machining for weight reduction.
22. Raised calve covers rails are permitted.
23. No restrictions on valve seats, valve guides, or spring seats.
24. Production valve or production replacement, steel or stainless steel only. Any spring, any retainer permitted. Roller rockers permitted. Stock valve guide angle. No relocating valves. (No Titanium except for valve springs, retainers & locks, Any Steel/SS Valve with 11/32" min valve stem. Max 2.08" Intake and 1.625" Exhaust. Stock valve guide angle no relocating valve guides.
25. Flat tappet cams only.
26. No mushroom or roller cams
27. Block must be cast iron. All factory identification numbers and/or part numbers must remain on crank and heads. Main bearing cap must be iron or steel.

General Specifications —

1. Maximum of four barrels of carburetion. Single carburetor only. No super chargers, fuel injection or turbo chargers.
2. Two throttle return springs are required with one located for the throttle pedal and one located at the carburetor linkage.
3. Any approved intake other than a smoke ram or tunnel ram. Intake height to be a maximum of 8.5 inches. measured from the top of the carburetor bowl using a straight edge from the bowl to the #3 or #4 runner at the head juncture.
4. Balance assemblies optional,
5. All cars must be self-starting for the feature, clutch optional. No automatic transmission. Stock configuration clutch must have a full scatter shield of at least 1/4-inch-thick steel or an approved bell housing. Configuration running a flex plate only are permitted to utilize an aluminum housing.
6. Fuel - Methanol only according to Federal Standards of Purity, Grade A or AA. No additives of any kind including top lube.
7. No electric fuel pumps or pressurized fuel systems. No inboard (in driver's compartment) fuel pumps.
8. Gear drive units permitted. No externally adjustable cam timing device.
9. Any battery ignition. No magneto. No computer operated or controlled parts. No traction control devices. Gel filled battery recommended.
10. No needle bearing cam, crank or rod bearings permitted.
11. Any car using an engine block and/or cylinder heads that are visibly cut, ground or machined externally for the purpose of weight reduction must add 25 pounds to the car from the center line of the engine forward. Weight must be securely fastened but must be able to be removed to verify weight.

BACK UP CAR:

A back up car may be introduced at any time between hot laps and the start of the A-feature due to the original car not operating properly and/or from extensive damage. Such determination will be the sole discretion of the track officials. Once a car has been withdrawn from an event, that car will not be allowed to be resubmitted to competition during that event. A backup car may be obtained from any source and does not have to be part of a team's original equipment.

-If a driver is qualified for the feature and goes to a backup car. that driver will start last in feature.

-Back up car must be qualified also.

TIRES:

All 4 Corner Hoosier tires Mandatory:

15.0/90-15 H12
15.0/92-15 H12
15.0/94-15 H12 and H15
15.0/95-15 H12 and H15
15.0/96-15 H12 and H15
105/16.0-15 H15 and MEDIUM

No alteration of tires, by chemical or other means, with the intention of changing the compound/durometer of the tire to gain a competitive advantage is prohibited. Samples may be acquired at any time to be sent to a laboratory for comparison to the specified legal tires for the division.

Handicapping

Heat Races:

A) First 3 races of the season will be open draw for all drivers except 2020 rookie drivers. Any driver that does not enter at least 1 of the first 3 races must start at the rear of a heat race for 1 week.

B) From race #4 and to seasons end all heat races will lineup by Season Points. Rookie drivers who raced in the first 3 races will be evaluated by track officials to determine if they may lineup by points. Any new rookies after the first 3 races must start at the rear for 2 weeks, so track officials may evaluate their status for future races.

C)All heat races will be 10 laps.

Consi Races:

A) Consi race will be lined up heads up from heat race finish.

B) Consi race will be 10 laps (Over 10 Cars in this Consi it goes to 12 Laps)

C) Consi cars will line up at the tail of the feature.

Feature Race:

A) The first 3 races of the season the top 12 qualifiers from the heat races will redraw for top 12 starting Spots.

B) Starting week 4 the top 12 qualifiers from the heat races will line up for feature by driver's season points NO GHOST POINTS.

C) Starting week 4 the feature winner from the week before may start feature no better than 12th.

D) Alternate must be on track to be eligible if needed.

Penalty:

A) After the 3 draw races are completed, any drivers that misses **1 RACE FOR ANY REASON** the following week will still be eligible to line up in his/her heat race by season points. If said drivers finishes in a handicapped starting spot, driver must start feature behind all other drivers handicapped from the heat race (including previous weeks winner) **for 1 week (best they can start is 12th in feature).**

Heat Procedures Up to 20 Cars
2 Heats (10 Laps)
All Qualify (6 Handicapped) No Consi
21 to 31 Cars
3 Heats (10 Laps)
6 Qualify (4 Handicapped)... (If less than 24 cars All Qualify - 4 Handicapped)

1 Consi (If Needed) 10 Laps - 6 Qualify... (Over 10 Cars in this Consi it goes to 12 Laps) 32 to 36 Cars

4 Heats 5 Qualify (3 Handicapped)
1 Consi 10 Laps - 4 Qualify 5th place Consi 1st alternate for the feature 37 or more Cars
4 Heats 4 Qualify (3 Handicapped)
2 Consis 10 Laps 4 Qualify from each Consi 5th place Consi finisher with the higher season point total will be the 1st alternate for the feature

Line-Ups for heats/B-main/feature:
When the original lineup is posted if 1 or 2 cars in the same row fail to start or are involved in a crash before one lap is completed we will slid the rows.

When the original lineup is posted if 3 or more cars in the same row fail to start or are involved in a crash before one lap is completed we will criss-cross the rows.

POST RACE INSPECTION
Any car that is ordered to the post-race technical inspection are a will be checked by the officials to determine if it has conformed to the general as well as the specific rules.

Any member who fails to tear down an engine for inspection when requested to do so by the track official, will be subject to a fine not less than $500 and/or definite or indefinite suspension from BAPS MOTOR SPEEDWAY and loss of money earned during the event.

PROTESTS
If a competitor believes that another competitor running in the same event has or will obtain a significant unfair competitive advantage by some action that they believe is in violation of the track rules, they must protest such action to a track official. The protest must be made in writing by the driver, crew chief or car owner within (15) minutes after completion of the event.

Each protest shall be accompanied by a $500 protest fee.

The track official shall decide whether the matter is valid and if so shall decide as promptly as possible and shall inform the parties of the decision. In deciding the protest, the track official may take whatever action deemed appropriate to further the interest of fairness and finality in competition results. Such

action includes, but is not limited to, revising the official race results, imposing penalties, disqualification, suspension, monetary fine, subtracting points, or takes no action.

Matters not subject to protest: No protest will be accepted that is directed to a decision of a track official or supervisory official on any subject.

BAPS MOTOR SPEEDWAY ADDITIONAL RULES AND NOTES:

Any car may be checked for engine, chassis, oil, fuel, tires, wheels, rear ends or sound legality at any time by a BAPS MOTOR SPEEDWAY Technical Inspector or Official. Upon entering a car for BAPS MOTOR SPEEDWAY competition, the driver (and possibly the owner) is responsible for the legality of their car and will suffer all penalties resulting with the car violating these rules. Refusal to submit a car, engine or parts for inspection or measurement upon the request of an BAPS MOTOR SPEEDWAY Technical Inspector will result in an immediate disqualification and possible suspension by BAPS MOTOR SPEEDWAY management.

No equipment or racecar will be considered as having been approved by reason of having passed through inspection "unobserved." Regardless of a car passing prior inspections, compliance with all rules must be made at each post-race inspection. No expressed or implied warranty of safety shall result from the technical inspection or approval. Any rules or guidelines not covered will be governed at the discretion of the BAPS MOTOR SPEEDWAY management and the Technical Inspector.

Enforcement of Specification Rules: All BAPS MOTOR SPEEDWAY -approved weighing, measuring and testing devices used by the BAPS MOTOR SPEEDWAY Technical Inspector are the standards that will determine compliance with the rules and regulations. A competitor’s equipment, gauge or instrument will have no bearing on the enforcement of these rules.

Impounding - BAPS MOTOR SPEEDWAY officials reserve the right to impound any racecar or remove any component on a racecar (including the engine) at any time.

Confiscation of Illegal or Unauthorized Components - The use of illegal or unauthorized components on racecar will result in the confiscation of the said components. These components will then become the property of BAPS MOTOR SPEEDWAY and will not be returned. Failure to surrender the illegal parts will lead to a minimum two (2) week suspension (mandatory) for the car owner, car and driver. This will turn into an indefinite suspension until the said illegal component is turned over to BAPS MOTOR SPEEDWAY management.

New Enforcement Procedures, Equipment or Methods: Due to the rapidly changing technology of motorsports, BAPS MOTOR SPEEDWAY officials will continue to develop new procedures, equipment and methods to enforce the rules and guidelines contained within this rulebook or succeeding rules bulletins. These procedures, equipment and methods will be based on common sense, consistency, impartiality and fair play. These procedures, equipment and methods may be introduced at any time without prior notice to the participants.

Driver Requirements: All drivers must be at least sixteen-(16) years of age to compete in this division. Drivers under eighteen (18) years of age must have a signed and notarized Parental Consent form by both parents or legal guardians and said documents must be in the hands of the BAPS MOTOR SPEEDWAY management before participation of said individual will be permitted.

BAPS MOTOR SPEEDWAY is private property. Any person on this property without the permission of the management of BAPS MOTOR SPEEDWAY is guilty of trespass and subject to the penalties prescribed by law. Through the purchase of a pit pass or admission ticket, a person is given the authority and the right to be on this property in conjunction with the related racing activities. However, management reserves the right to revoke or cancel this authority at any time that it feels that person's presence or conduct is not in the best interest of the sport of auto racing, fellow competitors, the fans, management and the employees of the speedway.

Any competitor that refuses tech will automatically be disqualified and will be scored last in that event. The competitor will also forfeit his earnings on that race night as well as loss of points and will serve a one race suspension with a fine of $500.

POSTED AT THE PIT SHACK DURING SIGN IN AND LINEUP BOARDS!
PAYOUTS ARE ONLY PAID UNTIL 30 MINUTES AFTER FINAL CHECKERED FLAG ON RACE NIGHTS. PAYOUTS MUST BE PICKED UP AND WILL NOT BE MAILED. NO EXCEPTIONS!

IF YOUR CLASS IS TECHED AND YOU ARE NOT WILLING TO WAIT UNTIL TECH IS COMPLETED. YOU CAN RECEIVE PAYOUT FOR THE PLACE WHERE YOU FINISHED THAT NIGHT, BUT PAYOUT FOR THE PLACE IS FROZEN AND WILL NOT BE ADJUSTED IF TECH RESULTS IN A CHANGE IN THE RACE FINISH.

DRIVER OR OWNER MUST ATTEND BANQUET TO RECEIVE AWARDS AND POINT FUND MONEY.

POINTS STANDINGS: IN THE EVENT OF A TIE IN THE FINAL POINT STANDINGS, THAT TIE WILL BE BROKEN BY THE NUMBER OF WINS AT BAPS MOTOR SPEEDWAY, IF THERE IS A TIE IN WINS IT WILL THEN BE BROKEN BY THE MOST TOPS 5's AT BAPS MOTOR SPEEDWAY, IF THERE IS A TIE IN (TOP 5'S) IT WILL THEN BE BROKEN BY AVERAGE FEATURE FINISH OF ALL POINT RACES AT BAPS MOTOR SPEEDWAY.

FAILURE TO ALLOW A BAPS MOTOR SPEEDWAY TECH OFFICIAL TO DO HIS OR HER JOB WITH THE TECH PROCESS WILL RESULT IN THE ABOVE PENALITY FOR THE CATEGORY BEING TECHED THAT NIGHT.

BAPS MOTOR SPEEDWAY HAS THE RIGHT TO HAND OUT PENALTIES AND SUSPENSIONS TO ANY OTHER RULE THAT IS BROKEN THAT ISNT LISTED ABOVE OR DISCRETION OF ANY SITUATION AT BAPS MOTOR SPEEDWAY.

Super Sportsman 2021 rules/ Penalties

Rule:	**1st Offense**	**2nd Offense**
Tires Soaking/Conditioner	200-point loss 2-Race Suspension	200-point loss 5-Race Suspension $500 Fine
Fuel	200-point loss $300 Fine	200-point loss 2-Race Suspension $500 Fine

No Super/turbo chargers	5-Race Suspension	Season Suspension
Fuel Injection	$1000 fine	$1000 fine
Crank (Light Weight)	2-Race Suspension $500 Fine	Season Suspension $1000 fine
Rod Length (illegal)	2-Race Suspension $500 Fine	Season Suspension $1000 Fine
Carburetor (illegal)	1-Race Suspension $250 Fine	Season Suspension $500 Fine
Carburetor (height)	Disqualified	Disqualified & 100-point loss
Heads		
Aluminum	2 Race Suspension $1000 Fine	LIFE BAN $1000 Fine
Relocation rocker Arm	2-Race Suspension $500 Fine	Season Suspension $1000 Fine
No Porting/ Polishing	3-Race Suspension $500 Fine	Season Suspension $1000 Fine
Cams		
Mushroom/Roller Cams	200-Point Loss 2-Race Suspension	200-Point Loss Season Suspension $1000 Fine
Block		
Not Cast Iron	Season Suspension	
Chassis:		
Tubing thickness (less .90)	200-point loss 1-Race Suspension $500 Fine	200-point loss Season Suspension $1000 Fine
2x4 rectangle tubing		
Anything less .835	200-point loss 1-Race Suspension $500 Fine	200-point loss Season Suspension $1000 Fine
Box Frame		
Any less than 58 inches	200-point loss 1-Race Suspension $500 Fine	200-point loss Season Suspension $1000 Fine

Cockpit Adjustable shocks	200-Point Loss 1-Race Suspension $500 Fine	200-Point Loss 5-Race Suspension $1000 Fine
Thru Rod Shocks	200-Point Loss	200-Point Loss 1-Race Suspension
Electronic Bleeders	100-Point Loss	200-Point Loss 1-Race Suspension
Wings: Anything bigger than 16 square feet	200-point loss $500 Fine	200-point loss 1-Race Suspension $500 Fine
Bi Wings:	200-Point Loss $500 Fine	200-Point Loss 1-Race Suspension $500 Fine
Wicker Bills (taller than 2 inches)	200-Point Loss	200-Point Loss 1-Race Suspension $500 Fine