



2023 Extreme Stocks Rules

Revised 12-12-2022

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. Driver and ONE crew member only unless instructed by tech official otherwise.**
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 of \$1,000.00**
18. Any crew member caught going into another teams pit area will automatically be suspended for one week and the entire race team will be placed on 30 day probation period.
19. 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.
20. Any driver involved in an red flag accident will be checked by ambulance crew.

21. 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 fine and or suspension.
22. 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.
23. No infield running. Drivers coming off infield causing accident will be disciplined.
24. Drivers & teams are responsible for conduct regarding social media towards race track, track officials and or divisions. Actions can result in possible suspension, point loss and probation and will be determined by management.
25. Anything not covered in rule book is subject to official's discretion's Because it is not addressed, do no assume it is legal!
26. 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 before halfway. After halfway there is no time 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. No laps given for a flat tire in the heat races.
27. Flash lights, glow sticks, anything electricity and/or two-way radio communication or any electronic communication with drivers will not be permitted.
28. Highly recommended that race cars have on board fire extinguishers or suppression systems.
29. Highly recommended that all race car trailers have fire extinguishers located at an easily accessible location.
30. 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.

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 competitor's pit area or to any competitor's 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/of 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

- A. 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.
- B. The number of racecars starting each event and the number of laps for each event may be announced at the drivers' meeting.
- C. 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:

- A. The race will begin immediately once the racing surface is clear and the cars are properly aligned in their assigned starting positions.
- B. 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.
- C. 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.
- D. 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.
- E. 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.
- F. Alternate starters for any race will not be permitted to start any race after the original start has taken place.

Single File Restarts

- A. A restart cone will be placed on the front straightaway. Cars will assemble in a single file running order.
- B. All cars must pass to the right of the restart cone(s) in a single file, nose-to tail manner.
- C. 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.

RACING

- A. 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.
- B. 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.
- C. Cars and/or teams will not be permitted to be 'pushed-off' during any green flag conditions. An offending car will be automatically disqualified.
- D. 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.
- E. At the discretion of the TRACK Official any car that intentionally brings out a caution period will be disqualified from the event.
- F. 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 flag stand 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.
- G. 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.
- H. 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.
- I. 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.
- J. 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)
- K. 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.

- L. 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.

Weighing/Scales

1. All cars will weigh as directed by announcement, radio message or posted at the designated Scales, per the weight rule, and track layout. All cars must weigh in immediately following their Races as directed. Any detour, redirection, mud puddle meandering, may result in disqualification or penalty
2. The winner must weigh prior to any Winner's Circle Interview or Presentation.
3. 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.
4. The scales used for the event, provided by the series or the track, will be considered the official scales for the event.

5. Scales will be available for any team to verify its car weight as determined by the official scales for that event.
6. 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.
7. At the scales, the car must present themselves directly on to the scales. The figure shown is the official weight for that car.
8. Officials will allow a car to re-scale **one time by backing off scale** and pulling back on. Reading of the second attempt will become the entered weight.
9. If, at the scales, the car fails to meet the minimum weight, the following penalties apply:
 - a. Time Trials: The car forfeits the earned time trial and must start last in a heat race.
 - b. Heat Race: Car is penalized for that event but remains eligible for the next qualifying race.
 - c. Preliminary Mains, LCS and Feature: Car and Driver will be scored in the last finishing position of the race.

Fuel

1. 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.
2. A fuel cell with bladder and foam 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.

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.

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 fifteen (15) minutes after completion of the event.

Each protest shall be accompanied by a \$750.00 protest fee. The team/car that is protesting will also be teched for the same component as the car being protested at that teams own expense.

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.

DRIVER OR OWNER MUST ATTEND BANQUET TO RECEIVE AWARDS
WARNING 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

HANDICAPPING:

HEAT RACES:

ALL DRIVERS WILL DRAW A PILL WHEN THEY SIGN IN AT THE PIT SHACK. HEAT RACES
WILL BE LINED UP OFF PILL DRAW.

31 CARS OR LESS:

3 HEAT RACES

4 CARS (HANDICAP) & 6 CARS QUALIFY

32 CARS OR MORE:

4 HEAT RACES

3 CARS (HANDICAP) & 5 CARS QUALIFY

CONSI:

31 CARS OR LESS WILL HAVE 6 CARS QUALIFY

32 CARS OR MORE WILL HAVE 4 CARS QUALIFY

FEATURE:

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 THE FEATURE
BY HEAT RACE FINISH (HEADS UP). IF THE PREVIOUS FEATURE WINNER IS IN THE HANDICAP, HE WILL
AUTOMATICALLY START 12TH IN THE FEATURE. ALL OTHER DRIVERS THAT ARE IN THE HANDICAP LINEUP
THERE WILL BE AN INVERSION PILL DRAWN THAT COULD BE POSITIONS 1-11.

C) ALL PREVIOUS WINNERS WILL HAVE TO SERVE THEIR PENALTY AT THE NEXT RACE THEY ATTEND
UNLESS THE NEXT EVENT IS A TIME TRIAL SHOW OR SPECIAL FORMAT.

D) ALTERNATE MUST BE ON TRACK TO BE ELIGIBLE IF NEEDED.

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 slide 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 crisscross the rows.

IF WE HAVE 12 CARS OR LESS WE WILL DO NO HEAT RACES, AND ADD 5 EXTRA LAPS TO THE FEATURE.

RULES:

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 a 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 fifteen-(15) 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.

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 SA2010 or SA2015 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 a 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 a 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.

4. **NECK COLLARS:** All drivers under the age of 15 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.

5. 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.

6. RADIOS: One-way or two-way communication radios are not permitted with the exception of the mandatory track Raceiver radio on the track designated frequency only (Frequency 0000).

7. FUEL CELL: Any approved metal fuel tanks must be used and remain securely mounted in the rear compartment of the car or in the trunk. The fuel cell may not be any lower than the rear end housing.

a) Fuel Tank Straps: The fuel cell must be strapped down with at least four-(4) 1.0” wide steel straps or two-(2) 2.0” wide steel straps on the top of the fuel cell and four-(4) 1.5” wide steel straps or two-(2) 2.0” wide steel straps underneath the fuel cell. The straps must a minimum 1/8” in thickness. If using a box tube cage it must be constructed of a minimum of 3/4 x 3/4 tubing with at least 2 supports enclosing the cell.

b) Fuel Cap: Make absolutely sure that you check the cap on your fuel cell for tightness before going onto the racetrack. The cap should fit snugly onto the cell.

c) Mechanical Fuel Pump only, no electric fuel pumps.

8. SEATS: Only SS-approved factory-manufactured metal racing seats may be used. No homemade seats will be permitted. Lightening the seat by anyone else other than the factory is not permitted. Lumbar supports and head & shoulder supports on the seat are highly recommended.

a) Mounting of the Seat: Driver's seat may be no farther back than 56 inches measured from where the floor pan meets the firewall from OEM factory to the back of the seat cushion area. The seat may be moved within the driver’s compartment (remaining within the same general area as the general design) without moving or changing existing bars in the frame. The seat must be mounted directly to the frame. When mounting the seat forward, use a flat piece of steel or aluminum behind the seat (don’t just use bolts in encased tubing). The use of wood as supports or mounting brackets is not permitted. The presiding tech inspector shall have final approval of the mounting of the seat. SS management and the Technical Inspector assume no liability for any injuries that may occur as a result of the mounting of a seat, regardless of the approval given to compete with that seat and its location.

b) Racing Harness: All cars must have an SS-approved type of five-(5) point racing harness (minimum 3” 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. SS 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.

FRAMES COMPETING ,MODELS & WHEELBASE:

1. Any North American production model with a minimum wheelbase of 100.5". Convertibles, pickups, sports cars, jeeps, station wagons, four-wheel drives are not permitted.
2. Wheelbase: Must remain OEM stock for that make & model being used if originally manufactured with less than 108" with no variance. Frames having a longer than 108" wheel base can be cut down to a 108". Wheelbase but must be cut square. No offset lengths of wheel base and all suspension points must stay in stock location
3. All suspension components must be mounted in stock fixtures & maintain stock location. Strut-style cars: May be 100.5" if originally produced as OEM strut-style cars.
 - a. Must keep the struts on the car if it was originally delivered from the factory that way as OEM. The strut may be drilled out and a steel-bodied, non-adjustable shock may be added, remaining perpendicular to the strut. Must maintain the stock OEM wheelbase with no stretching or shortening permitted.
 - b. Cars that were originally designed to have a coil over shock or a strut with a spring assemble will be allowed to replace the assembly as follows. One steel body shock only with a slide over coil kit per wheel only and mounted in stock location. All other components must be stock OEM for that car (ie spindles, brakes, rotors control arms ect.)

3. The following measurements are minimums.

1. Only those areas indicated will be subject to technical inspections. The top of the roll cage must be constructed high enough to cover the driver's helmeted head. No aluminum and/or soft metals are permitted.
2. Must be a minimum of a four-post roll cage (6-point is recommended). Two bars may pass through the front and rear firewalls. The two rear bars must be tied into the frame and not the bumper.
3. Front and rear hoop are recommended and must be welded to the OEM stock frame, not the floor or body.
4. The roll cage and door bars must be constructed of round steel of minimum 1.5" diameter tubing (minimum 0.095" wall thickness). A minimum of three-(3) horizontal door bars are required on both sides.
5. A **front driveshaft hoop is mandatory** and rear hoops are recommended.
6. All butt welds, joints and connections may have gusset plates for reinforcement.
7. A fuel cell protection bar is mandatory.
8. Any bracing that does not conform to these construction rules is subject to final approval by the Technical Inspector.
9. Firewall: The OEM stock or aftermarket/handmade steel front firewall is mandatory in stock location between the driver's compartment and the engine. If an after-market

firewall is being used the right side of the firewall maybe moved no further back then 29.0" from the right front center line of weight jacker **and or the center of the spring pocket witch ever is furthest forward.** and the left side of the firewall can be no more than 20.0" inches from the left front center line of weight jacker **and or the center of the spring pocket witch ever is furthest forward.** A metal rear firewall is mandatory between the driver's compartment and rear end/fuel cell compartment. Holes in the front and rear firewalls must be completely covered with sheet metal. The trunk must be sealed completely from the driver's compartment.

10. Floor- Must have a steel floorboard from the driver's side firewall to the back of the driver's seat. Original floorboard may be replaced with steel floor made from sheet steel. The passenger side floorboard must be steel and interior cannot be built up. Area of floor under driver's feet is recommended to be reinforced with at least 1/8-inch plate steel or aluminum. The tunnel beside the drivers seat above the transmission cannot be larger than 10.0" bent at a 90 degree angle from the floor pan in then must be bent at a 90 degree angle straight across to the right side door only. No tapers or box is allowed to be built in this area.
11. Unibody Cars: Must use a frame of 8" in circumference (2" x 2" box tubing) to tie front and rear frame rails together. Roll cage must be attached to the box tubing frame. Minimum tubing size is 1 1/2" o.d.
12. Engine Location & Mounts: The engine must remain within the stock location and configurations as currently delivered by OEM (no engine setback). Any solid motor mounts are permitted. Front or rear engine mounting plates are not permitted.

SUSPENSION:

- A) All suspension must be OEM stock components for that make and model of vehicle except for rules noted elsewhere. Stabilizer links may be threaded rod. All bushings may be rubber, polyurethane or solid.
- B) Weight Shifting Devices: No devises (either mechanical, hydraulic, electric) for shifting weight for inside the car is permitted
- C) Weight jackers are allowed on all 4 corners on coil cars only
- D) **Leaf spring cars may use weight jackers in front suspension only. Multi hole spring shackle plates are allowed on the rear of the spring only.** Only multi-leaf springs are permitted. Monoleaf or composite springs are not permitted. Chrysler leaf springs are not permitted in non-Chrysler cars. **Leaf sliders are not permitted.** Aluminum or steel plates are permitted. Lower blocks non-adjustable or adjustable lowering blocks are permitted. Leaf Spring front mounts may be aftermarket but must be of OEM stock specifications. Leaf springs must be in stock location. Weight jackers are not allowed on any part of the leaf spring. **Rear leaf spring must be mounted and keep square in the rear of chassis. No angling of any kind allowed. Rear leaf spring must be mounted in stock location to maintain wheelbase per stated in rules.**

2. STEERING COMPONENTS: The entire steering system must remain stock OEM "type", within the stock dimensions, steel thickness, location and configurations as currently delivered OEM for that make and model of car. **Only cars originally delivered from factory with rack and pinon style steering may run rack and pinon style steering.** Removable steering wheels and collapsible

steering shafts are permitted to take the place of stock "OEM" type. Steering quickeners are permitted. The front upper control arms may be tubular aftermarket non-adjustable arms with bolt or screw in style ball joints mounted on stock type mounts in stock location. No aftermarket lower control arms allowed. Tie rod assemblies can use aftermarket parts. Draglink must be stock or OEM stock replacement.

3. SPINDLES- Must be stock OEM style spindles with stock dimensions and materials only.

Aftermarket spindles are permitted but must be stock dimension for the year make and model of chassis being used. No interchanging of aftermarket between chassis allowed. No pinto spindles. No drop spindles are permitted.

4. SHOCKS: All shocks must be steel bodies. One aftermarket oil or gas shock per wheel is allowed mounted in the stock location. If an after-market steel welded body oil heim end shocks is used the location can be placed for clearance but must remain as close to stock location as possible. If using a gas shock, it must remain in stock location only on stock mounts only. Shocks can be rebuildable. NO external canister gas shocks or NO adjustable shocks of any kind are not permitted. No bump stops of any kind on or in shock permitted. Factory rubber control arm snubbers in factory location only are allowed.

5. REAR ENDS:

- A) Rear ends must be mounted in stock OEM location on stock OEM mounts (non-adjustable). Rear ends may be locked by welding the spider gears or with a mini spool. Posi-traction as an OEM factory option is permitted. Any gear ratio is permitted. Aftermarket solid steel axles are permitted (gun drilled axles are not permitted). Ford 9-inch rear ends are permitted with stock mounting locations. No aluminum parts are permitted. FLOATER REARS allowed. No independent rear suspension. **Maximum of a 3" axle tube may be used. No heavy wall axle tubes.**
- B) **Upper Rear Control Arm: Stock control arm or Aftermarket nonadjustable rear upper control only. Control arms may be cut or lengthened for proper pinion angle but cannot be adjustable and must use stock style bushings. No spherical bushings allowed. No heim ends on any control arms.**
- C) All four upper and lower rear control arms must be connected at all times.
- D) Coil Springs: Front or rear springs may be altered or exchanged as long as they are OEM or OEM type for that make of vehicle. Aftermarket racing type springs are permitted. Must be mounted in stock location. Rear spring free height must be within 3" of each other. (Example: If RR spring has a 14" free height LR must range from 11" to 17" in free height). This will be measured on flat surface out of the car at free height
- E) Lower Rear Control Arms – Lower rear control arms on coil spring cars must remain stock OEM length. Aftermarket box tubing style permitted and mount to a single mounting hole at the stock OEM location. **No spherical bearings. No heim ends on any control arms. The front mounting bolt must be in stock location and height no exceptions. The mounting hole for the rear of the lower control arm must be no more than 3 3/8 from the bottom of the axle tube to the center line of the mounting bolt. Maximum of a 3" axle tube may be used. No heavy wall axle tubes.**
- F) Panhard bars only permitted on car that were originally produced as so from factory with the intention of keeping the rear centered in the chassis.

- G) **Strut Camaro Cars Only**: The third link must remain mounted in the stock OEM location on the rear end. The minimum length of the third link must be mounted in front of rear of transmission and must remain parallel with the driveshaft at all times. The third link must remain under the floor pan with the front mount remaining within the driveshaft tunnel. And have mounting bolt mounted in a horizontal position. No aluminum allowed. No unapproved traction devices are allowed
- H) **Panhard bar must be keep level at ride height and cannot be angled for traction purposes. A tolerance of up or down from level of 2 degrees is allowed maximum.**
6. BRAKES: The entire brake system must remain stock OEM “type”, within the stock dimensions, steel thickness, location and configurations as currently delivered OEM for that make, model and year of car unless specified below.
- 1) Brake Rotors: Aftermarket steel rotors are permitted on the rear. Front rotors must be stock OEM style.
 - 2) Brake Calipers: OEM only steel brake caliper is permitted. Aftermarket brake pads are permitted.
 - 3) Brake Lines: Steel, aluminum, rubber or steel-braided brake lines are permitted. Exposed Plastic lines are not permitted.
 - 4) Brake Master Cylinder: Aftermarket brake master cylinders are permitted.
 - 5) Brake Bias or Proportioning Valves: Brake bias or proportioning valves are permitted. Brake shut offs are permitted for the right front only.
 - 6) Rear Disc Brakes: Will be permitted as follows: Stock steel calipers must remain in manufacturer’ line (**no aftermarket racing calipers**). The caliper mount must be permanently fixed to the axle housing. Steel rotor only and may be aftermarket. An aftermarket aluminum or steel hat is permitted.

BODIES:

- A. BODY: The body must remain factory OEM stock appearance with firewalls, floorboards, and body panels. The body, firewall may be aftermarket or handmade. OEM and aftermarket body panels are permitted but must have all OEM body lines. All cars must have a complete body to be eligible to start any event unless the Technical Inspector has specifically approved it for that event.
- B. Aftermarket bodies can be constructed out of aluminum or steel, must be stock appearing and stock all body lines. **No flat sides. Must be stock OEM roof for the make and model of manufacture being used.** Stock appearing roof posts. Under discretion of tech.
- C. BODY STYLES: The following body styles may be adapted to currently approved chassis, must remain in manufacturer’s line. **Must be stock OEM roof for the make and model being used**
- a) **Ford – must use ford bodies**
 - b) **General Motors – must use General Motors bodies**
 - c) **Chrysler must use Chrysler bodies**

- D. All cars must have a complete body in the proper configuration for the make, model, and year, including fenders, bumpers, roof, nosepiece, hoods and trunks. Front inner wells may be removed. The rubber grommets may be removed from the body mounts.
- E. All OEM factory trunk and hood latches must be removed and replaced with straps, pins, or clips. Track personnel must have easy access to open the hood and trunk quickly.
- F. Exterior: All headlights, taillights and emblems must be removed. Doors must be welded or bolted shut.
- G. Interior: All flammable (plastic or fabric) material must be removed. Dash assembly is optional. The rear firewall area must be covered with sheet metal when removing the rear seat. Sheet metal work is not permitted in the driver's area from the dash to the rear of the seat. The interior sheet metal may not be boxed around the driver's seat. **No full decking inside car. Decking may be added from the top outside edge of passenger side door toward driver. This area may not exceed 24" maximum**
- H. Inner Supports: All body parts that may have the inner supports removed; however, it must be braced to be rigid if the inner support panel is removed. The rear window side panels, dashboard and the inner roof panels may be removed completely for roll cage installation only.
- I. Bumpers: Both front and rear must remain stock OEM unless as noted below. Stock bumper brackets may be welded. No sharp edges are permitted on the body or bumpers. Non-visible reinforcing pipe can be used behind bumper, but it must be securely fastened to the frame.

- 1) Front Bumper – An aftermarket front bumper may not extend more than three inches from the outside of frame rails, or the ends must be rounded/radiused and directed towards the rear of the car
- 2) Rear Bumper – An aftermarket rear bumper may not extend more than three inches from the outside of frame rails, or the ends must be rounded/radius and directed towards the front of the car, must extend inside the rear quarter panel.
- 3) Rub Rails: Permitted between the wheelbase only. A maximum 1.25" max round tube. It may be no lower than the center of the hubs and no higher than the top of the tire. Must be tight against the body with no sharp ends. Must be a single rail design and be attached flush with the body contours. At a distance of 18.0" from the rear wheel well, the rub rail may extend out from body to the outer edge of rear tire. Subject to the Technical Inspector inspection and approval.

- J. Bumper covers: Aftermarket plastic nose and tail covers may be used but must match car (GM on GM, Ford on Ford etc.). Tail piece must be unaltered. No cutting or drilling of hole except where noted below the nose or tail cover. If the front or rear cover is removed during the race and there is no approved bumper behind the cover or no bumper at all, the car will not be permitted to continue in the race.

NO ALTERING OF NOSE OR TAIL COVERS EXCEPT WHERE NOTE BELOW

- 1. Front bumper cover can have air hole cut in for the purpose of cooling to the radiator only

2. Rear cover may have holes cut in the taillight area only and must stay in the tail light area.
-
- K. Grills: The original grill may be removed but expanded metal or screen may be installed.
 - L. Spoiler: Only OEM spoilers as originally equipped on that make and model car is permitted. Aftermarket spoilers of any kind or shape are not permitted.
 - M. Mounting of Components: All body components must be firmly attached to every car competing in any race. Any car may be black flagged or denied entry to start qualification or a race if any of the above-mentioned items are not attached at the start of an event unless the Technical Inspector gives prior approval.
 - N. Repairing of Components: Body components may be repaired and must be approved by the Technical Inspector prior to returning to the speedway for competition. The Technical Inspector reserves the right to disallow a repaired car from competition that does not appear to be properly repaired. Once a body is repaired from its original form, BAPS MOTOR SPEEDWAY management and the Technical Inspector assume no liability for any injuries that may occur as a result of this repair regardless of the approval given to compete with that repair.
 - O. APPEARANCE: Crash damaged cars must be repaired to the approval of the Technical Inspector before returning to competition. Any car returning to the speedway without a hood must have a fan shroud in place or it will be denied to return to competition. A Technical Inspector or BAPS MOTOR SPEEDWAY official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above. BAPS MOTOR SPEEDWAY management reserves the right to deny access in competition because of a sponsorship, advertisement, paint scheme and/or lettering on a car not in "good taste," or in the spirit of keeping this a "family entertainment" sport.
 - P. WINDSHIELDS/WINDOW OPENINGS: All cars must have an approved protection in front of the driver in the windshield opening with a minimum of three-(3) vertical bars (no less than 3/16" in diameter). A screen for protection over the mandated bars are also highly recommended. All glass must be removed.
 - Q. Window Nets: Full size window nets are mandatory at all times in the left side window unless approved arm restraints are used by the driver. The seat belt buckle method of mounting is recommended. Window nets must release from the top and be attached to the roll bars only. The side window areas must remain open at all times other than window nets. "Sprint car style window nets" are not approved in place of a full-size window net.
 - R. NUMBERS: The car should have numbers of contrasting car color from the body that are a minimum height of 18.0" and width of 4.0" on both doors and a minimum height of 24.0" and width of 6.0" on the roof. Metallic or foil numbers are not recommended and highly discouraged. Scorers will not accept the responsibility for incorrect scoring of cars in which numbers are not clear or easily read from the Control Tower.
 - S. MIRRORS: Mirrors are not permitted.

ENGINES

1. **ENGINES PERMITTED:** Engines limited to 365.0 cubic inches. Must use the manufacture of engine that matches the chassis manufacture being used. All factory identification numbers and/or part numbers must remain on the block, crank and heads. The combination of the rods, block and crankshaft used must be in the same combination that factory originally manufactured (i.e., Chevrolet components only with Chevrolet components and Ford components only with Ford components).

The use of any titanium for rods, rod caps, crankshafts or headers is strictly prohibited. It is **VERY HIGHLY** recommended to use a #12AN fitting or one inch plug in the oil pan for inspection purposes for the use of a bore scope to verify rods and crankshafts. If there is not one, the oil pan must be removed for inspection. Needle bearing camshafts, crankshafts and rod bearings are not permitted.

2. **BLOCK:** The engine block may be an OEM standard production block or an approved stock dimension cast aftermarket block that was 365.0 cubic inches or less originally. Aftermarket block must have OEM stock dimensions as the manufacture of the chassis being used. No aluminum blocks. Billet machined blocks or heads are not permitted. Only two-(2) valves per spark plug are permitted. Turbine-driven, big blocks, turbos, blowers, superchargers or offset engines are not permitted. Computer operated or controlled parts are not permitted. Main bearing cap must be iron or steel. The lifter bore can be bushed for the purpose of repairing a block but must be in stock location and size for the manufacture of the block. No more than ½ of the total amount of lifter may be bushed per block.

3. **CRANKSHAFT:** The crankshaft must be an OEM factory production or OEM stock dimension aftermarket cast iron or steel crankshaft. No swapping of crankshafts between manufacturers. The Ford SVO crankshaft number M6303-H351 is permitted. The MOPAR high performance crankshaft with part number P1420312 is permitted.

a) The minimum weight of the crankshaft must be 46.0 lbs.

b) Stroke: The stroke must remain OEM stock as currently delivered by OEM with the exception. Offset grinding of the crankshafts of any kind is not permitted.

4. **RODS:** ANY OEM production or aftermarket rod with OEM specifications from an engine used is permitted. The modification of rod length is prohibited. No addition or removal of metal other than normal balancing is permitted. Titanium or other materials other than steel rods are not permitted. Ford permitted to use 6.0" length rod with SVO crank.

5. **PISTONS & RINGS:** Only flat top pistons are permitted with all three piston rings in place. Piston may not extend above the block (Zero deck). The ring lances and lowers part (skirt) of the piston may not be altered from the original in any way. Gas-porting the piston is not permitted. Floating wrist pins are permitted. Valve reliefs may be cut into the pistons.

6. **CAMSHAFTS:** Any hydraulic flat tappet camshaft is permitted. NO roller, solid lift, mushroom or "slapper-type" cams. Double overhead cams are not permitted. NO cams over 500 lift permitted. Measurement will be taken from push rod with rocker arm removed and then multiplied by rocker arm ratio. Cam Bearings: Must remain as "stock" Babbitt type. Roller bearings are not permitted.

7. CYLINDER HEADS: No high-performance heads are permitted. All heads must be a factory manufactured head by the same manufacture as the chassis being used. Heads must include OEM stock casting marks. No porting, polishing or grinding is permitted except for port matching. Rocker arm studs may be pinned. Screw -in studs are permitted. Roller rockers are permitted. No aluminum cylinder heads.

- a. All heads must have a minimum 60cc as originally delivered as OEM from the factory. The “cc” measurement of the intake runner of head must remain stock with the exception of matching port.
- b. Matching ports in the intake port of head is permitted. The depth maximum for matching ports is 0.75”. The valve seat area may be cleaned up using a maximum 80 grit grinding stone.
- c. Unless otherwise stated, any cylinder head with ANY evidence of sanding, polishing, relieving, grinding, porting, angle milling, chemical treating, abrasive blasting to the original cast form, will be declared illegal and penalized. O-ringing the head gasket seal area is not permitted.
- d. Combustion Chamber: The combustion chamber may not be altered in anyway.
- e. VALVES: Steel or stainless valves aftermarket are permitted. **No hollow stem valves allowed. No titanium valves allowed.** Only stock valve guide angle is permitted. Relocating valve guides is not permitted.
- f. **Repair of cracks or gouges on cast iron heads will be permitted. Either welding or cast iron/steel tapered threaded plugs are permissible. If repairs are needed in a combustion chamber area, work is limited to that chamber only. Grinding and dressing of the repair is permitted, in the valve pocket or chamber area, only to the extent to blend the repair or install a valve seat as needed. Prohibited porting and polishing rules still apply outside the repair area. A repaired chamber must still meet minimum cubic centimeter (CC) rules. Similar repairs are permitted on cast iron engine blocks.**

8. INTAKE MANIFOLD: All cars must run a Edelbrock Aluminum intake as noted within these rules. Only the following Edelbrock small block Chevy intake manifolds (aluminum) are permitted with the use of a Holley 4412 carburetor (meeting the carburetor rules): Performer series ED2101 (for use with Chevy cast iron cylinder heads), ED2104 (for use with 1987-95 Chevy cast iron cylinder heads), ED2116 (for use with Chevy Vortec or 1996-up Chevy cylinder heads), ED2121 (for use with 1966-1972 Ford cylinder heads 289/302), ED2181 (for use with 1971-1982 ford cylinder heads 351w), ED2171 (for use with 1971-1982 ford cylinder Cleveland heads), ED2665 (for use with 1971-1982 ford Cleveland cylinder heads), Ed2750 (for use with 1971-1982 ford Cleveland cylinder heads), ED2176 (for use with Chrysler cylinder heads) ED2711 (for use with 1966-1988 Oldsmobile cylinder heads), ED2156 (for use with 1965-1979

Pontiac cylinder heads). No other aluminum intakes are permitted. Porting or polishing of any intake manifold is prohibited (must remain unaltered and untouched).

9. CARBURETORS: A Stock Holley 4412, C, S or CT will be only carburetor allowed.

Carburetors must pass all gauge tests.

a. Any modifications or components to increase or restrict airflow to the carburetors (such as velocity stacks, heat deflector shields, internal modifications not listed above, etc.) are not permitted.

b. Carburetor Adapter/Spacer: A one or two-piece carburetor adapter maximum of 2.0 inches in height may be installed between the intake manifold and carburetor. The 2” measurement **includes spacer and adapter together as a total height**. One gasket may be installed between the carburetor and adapter and between the intake manifold and adapter

c. Fuel Injection is not permitted.

d. Modifications or components to increase or restrict airflow to the carburetors (such as velocity stacks, heat deflector shields, internal modifications not listed above, etc.) are not permitted.

10. FUEL: Only gasoline is permitted. Ethanol fuel is not allowed. All fuel must be of the same specifications, specific gravity, color, smell of gasoline only according to Federal Standards of Purity, Grade A or AA. No additives of any kind permitted. The track reserves the right to take specific samples of fuel at any time for testing purposes. Any additives/mixing detected in fuel may result in a disqualification, fine, suspension, loss of purse and loss of points or any combination thereof.

a. Laboratory testing: BAPS MOTOR SPEEDWAY has the ability to conduct laboratory analysis of fuels. Samples for lab analysis may be taken from competitor’s fuel system at any time at the discretion of the technical inspector. Laboratory results will be the final determine factor of whether illegal performance additives are present in the particular fuel sample.

b. The specific elements which will be searched for include: alcohols (all types), aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylydine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH).

c. Penalty for Fuel Rule Violations: Any competitor (driver and/or owner) caught using any of the illegal fuel additives as previously mentioned is subject to a minimum 60-day suspension from the date of the infraction. Suspensions will be determined based on the chemical composition of the additive in question.

11. FLYWHEELS: Steel flywheels and flexplates only are permitted. No lightening is permitted. The flywheel must weigh a minimum of 15.0 lbs. (no exceptions). Flywheel, Clutch disc, steel pressure plate must weigh minimum 32.0 lbs. not including mounting bolts or flywheel bolts. No multi disc clutches permitted.
12. CLUTCH: If manual transmission is used, it must have an operational OEM stock style all-steel clutch and operational starter. Minimum 10-inch diameter clutch. Stock configuration clutch must have a full scatter shield of at least ¼ inch thick steel or an approved steel bell housing. A 2.0"x3.0" inch inspection hole located on the bottom of the bellhousing is mandatory for clutch inspection.
13. EXHAUST SYSTEM: OEM style exhaust manifolds or chassis type headers only permitted. Must have collector designed to exit under the car only. Exhaust must extend beyond the firewall. Exhaust may not exit through the side of the car.
14. IGNITION SYSTEM: All components of the ignition system must be OEM stock style. Stock style distributor with aftermarket components permitted. NO MSD style box ignition permitted. An aftermarket module is permitted. A ford solenoid is permitted. The ignition switch must be within easy reach of the driver clearly marked.
15. Starter must be in working conditions at all times.
16. TRACTION CONTROL DEVICES: No electronic or computerized wheel spin/traction control devices are permitted. Any driver caught using these devices will be suspended for a minimum of one-(1) year
17. OIL SYSTEM: Wet sump system only permitted. Dry sump systems are not permitted.
18. BATTERY: A battery shut off switch is mandatory and should be mounted on rear deck behind driver easily visible from outside the car and marked on/off. Any battery may be used and securely mounted between the frame rails. **Gel cell or glass matted batteries recommended.**
18. GAUGES: Only onboard gauges that record the following information are permitted - water temperature, RPM, oil pressure, oil temperature and fuel pressure. Direct reading oil temperature, fuel pressure and oil pressure gauges must use steel braided lines, not plastic or rubber. Onboard telemetry systems are not permitted.
19. RADIATOR: Any aftermarket aluminum or copper radiator is permitted. An electric fan with a shroud is permitted. The radiator must remain in the engine compartment. Full fan shrouds are highly recommended on mechanical fan blades.

DRIVELINE & TRANSMISSION:

- 1) 1. DRIVELINE/TRANSMISSION: The entire driveline and transmission system must remain stock OEM, within the stock dimensions for the manufacture being used. Reverse

gear must be working. Automatics must use a working stock appearing torque converter, all gears must work. NO RACING TRANSMISSION SUCH AS BERT, BRINN, OR FALCON.

- 2) Driveshaft- The driveshaft must be one piece in design. The U-Joints must be steel. Driveshaft must be steel or aluminum only. The driveshaft must be painted white. Carbon fiber or any other type of exotic lightweight metal driveshaft's.
- 3) Driveshaft Retainers / loops: **Must have at least one driveshaft hoop / loop at the front and recommended to have a 2nd loop at the rear. It is recommended the loop be 360 degrees around the drive shaft to prevent the shaft from coming up threw the floor in the event of a driveshaft failure.** The design of the driveshaft retainer will be the sole discretion and responsibility of the driver and the tech inspector may prohibit a car from competing in which he/she feels the driveshaft is not properly retained.

MISCELLANEOUS:

1. BALLAST: All added ballast must be painted white with the car number marked on each piece. The weight must be visible to the technical inspector upon inspection (i.e., nothing permitted in the frame rails).
Mounting Ballast: The ballast s must be securely mounted to the frame using a minimum of two- (2) 0.5" or larger bolts. Ballast may not be placed anywhere within the driver's compartment, on the firewall, in the fuel cell, etc. The mounting of the ballast is subject to the final approval of the technical inspector. No ballast is permitted above the deck level. If ballast comes off during racing conditions minimum one week suspension.
2. BOLTS AND FASTENERS: Only equivalent stock or upgraded steel fasteners and bolts may be used on the car. Fasteners may be drilled for safety wire but intentional weight saving modifications (such as drilling or hollowing) is not permitted. Aluminum, titanium or other exotic metal bolts are illegal. No Dzus Buttons on body panels.
3. WEIGHT: No car shall weigh less than **3,000** pounds with the driver after any event. Weight of the car is defined as driver in the seat, hands on steering wheel, helmet on their head and feet on the pedals after the event. Competitors are not permitted to fill the fuel cell with fuel after the event in order to meet the minimum weight requirements. Cars missing body components will be taken into account in terms of weight after an event. If the weight loss is excessive, the driver will be asked to supply the missing parts, otherwise no tolerance on the weight will apply.

TIRES & WHEELS:

1. 1. TIRES: Any DOT-approved steel belted radial tire for street use only may be used (either 60 or 70 series tires are permitted). Bias ply tires are not permitted. No low-profile tires, slicks, recaps, snow tires or studded winter radials are permitted. The composition and character of the tire may not be altered from original. No grooving or siping on tires allowed
2. WHEELS: Any type of automotive steel wheel that has a maximum 8.0" width is permitted (see tire rule also). Racing-type steel wheels are permitted. Aluminum, magnesium or other material is not permitted. The diameter and offset may vary. Reinforcing of wheels is permitted with plating, washers or double nuts. Heavy-duty wheel studs and lug nuts are highly recommended. Bead locks are permitted on any wheels.

3. Wheel Covers - Metal or plastic wheel covers are permitted only if they are bolted with a 3 bolts of a minimum size 1/4" or larger . Foam mud plugs permitted.

JUST BECAUSE ITS NOT MENTIONED DOESN'T MEAN ITS LEGAL.

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. One 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.

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.

PURSE:

1.\$250 2. \$150 3. \$100 4. \$100 5. \$50 6. \$35 7. \$35 8. \$35 9. \$35 10. \$35 11. \$35 12. \$35 13. \$35 14. \$35 15. \$35 16. \$35 17. \$35 18. \$35 19. \$35 20. \$35 21. \$35 22. \$35 23. \$35 24. \$35

POINT FUND:

1.\$300 2. \$200 3. \$150 4. \$100 5. \$75

Extreme Stock 2023 rules/ Penalties

Rule:	1st Offense	2nd Offense
Tires Soaking/Conditioner	200 point loss	200 point loss
	2-Race Suspension	5-Race Suspension
	\$500 Fine	
Fuel	200 point loss	200 point loss
	2-Race Suspension	5-Race Suspension
	\$300 Fine	\$500 Fine
No Super/turbo chargers	5-Race Suspension	Season Suspension
Fuel Injection	\$1000 fine	\$1000 fine

Exceeding Cubic Inch Limit	200 Point Loss	200 Point Loss
5 Race Suspension	Season Suspension	
\$500 Fine	\$1000 Fine	
Crank (Light Weight)	5-Race Suspension	Season Suspension
		\$500 Fine
		\$5000 fine
Alteration of Carburetor	5-Race Suspension	Season Suspension
\$500 Fine	\$1000 Fine	
Alteration of metering plate	5-Race Suspension	Season Suspension
\$300 Fine	\$500 Fine	
Relocation rocker Arm	5-Race Suspension	Season Suspension
\$300 Fine	\$500 Fine	
Aluminum Heads	5-Race Suspension	Season Suspension
	\$500 Fine	\$1000 Fine
No Porting/ Polishing	5-Race Suspension	Season Suspension
\$500 Fine	\$1000 Fine	
Illegal Clutch	200 point loss	200 point loss
1-Race Suspension	5-Race Suspension	
\$300 Fine	\$500 Fine	
Cockpit Adjustable shocks	200 Point Loss	200 Point Loss
2-Race Suspension	5-Race Suspension	
\$500 Fine	\$1000 Fine	
Electronic Bleeders	100 Point Loss	200 Point Loss
1-Race Suspension	2-Race Suspension	
Illegal Electronic Devices	200 Point Loss	200 Point Loss
1-Race Suspension	5-Race Suspension	
Traction Control	Season Suspension	LIFE BAN
\$1000 Fine		
Illegal Rears	200 point loss	200 point loss
2-Race Suspension	2-Race Suspension	
\$500 Fine	\$1000 Fine	
NO Racing Transmissions	200 Point Loss	200 Point Loss
3- Race Suspension	5- Race Suspension	
\$300 Fine	\$500	
Dry Sump Systems	200 Point Loss	200 Point Loss
2-Race Suspension	2-Race Suspension	

Fighting in the pit area: penalty to be determined penalty to be determined

members/team: 50-point loss of that team 1 race suspension & 150-point loss

In official tower during

On track racing:

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 SUSQUEHANNA 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 PENALTY 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.