



2023 Street Stock 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. Fines up to but not limited to \$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 crew member caught going into another team's pit area will automatically be suspended for one week and the entire race team will be placed on 30 day probation period.
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 two weeks off and a \$500 fine.
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 racetrack, 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 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 given laps in a heat race for flat tires.
 27. No signaling devices that light up and or do not light up. Also, flashlights, 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/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



- 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 race cars 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.
- E.) 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.
- F.) In the event 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.
- G.) Alternate starters for any race will not be permitted to start any race after the original start has taken place.

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. All cars positioned to line up behind the leader will go to the lane the leader has chosen and those positioned to line up behind the 2nd place car will go to the 2nd place car's lane. 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.

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

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. At the discretion of the RACETRACK Official any car that is involved in two
 - a. (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.
5. At the discretion of the TRACK Official any car that intentionally brings out a caution period will be disqualified from the event.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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)
11. 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.
12. 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 its 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 of 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 area 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 ten (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 team's 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 POSTIONS 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.

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

PURSE (12 CARS OR LESS)

1.\$250 2. \$125 3. \$100 4. \$100 5. \$90 6. \$75 7. \$65 8. \$60 9. \$55 10. \$50 11. \$40 12. \$40

PURSE (13 CARS OR MORE)

1.\$350 2. \$200 3. \$100 4. \$100 4. \$100 6. \$100 7. \$90 8. \$85 9. \$75 10. \$75 11. \$70 12. \$60 13. \$60 14. \$55 15. \$55 16. \$55 17. \$50 18. \$50 19. \$50 20. \$50 21. \$50 22. \$40 23. \$40 24. \$40

SEASON CHAMPIONSHIP POINTS:

CHAMPION WILL BE AWARDED A TROPHY
NO POINT FUND MONEY

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.

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 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 race car or remove any component on a race car (including the engine) at any time.

Confiscation of Illegal or Unauthorized Components - The use of illegal or unauthorized components on race car 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 rule book 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-(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.

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 restraints 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.

5. **SEATS:** Only SS-approved factory-manufactured metal 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 you're 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.

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) Check Valve: A check valve is mandatory on the filler pipe to prevent fuel spillage in the tank is turned over.

C) 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.

D) Fuel Pump: OEM style fuel pump, no electric fuel pumps.

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

FRAMES:

1. North American made passenger car with a wheelbase of no less than 108 inches originally. Wheelbase must remain stock except cars with a wheelbase of more than 108 inches may be shortened to 108 inches with approval of speedway tech personnel on a case-by-case basis. **Wheelbase must be cut square. No offset lengths of wheelbase and all suspension points must stay in stock location.** No jeeps, trucks, sports cars, convertibles, or station wagons.

2. FRAME: Must remain stock including all suspension mounting fixtures in stock location. Frame must be the same make as body used (GM for GM, Ford for Ford, etc.). No down tube frames permitted. Unibody Cars Must use a frame of 8.0" in circumference (2.0" x 2.0" box tubing) to tie front and rear frame rails together. Roll cage must be attached to the box tubing frame. Minimum tubing size is 1.5" OD.

a. Damaged or rusted frames can be repaired with 2x2 box tubing 1/8" wall in front of steering box and idler arm mounting holes forward, and or center line of rear springs to bumper mounts.

b) Roll Cage Construction: Must be a minimum of a four-post roll cage (6point is recommended). Front and rear hoop are recommended and must be welded to the OEM stock frame, not the floor or body. The bars must be welded to the top of the frame and extend at least four inches above the driver's head. Two bars must run from the top of the cage to the rear frame section. The roll cage and door bars must be constructed of round steel of minimum 1.5" diameter tubing (minimum 0.095" wall thickness). No aluminum and/or soft metals are permitted. The driver's side door bars must have a minimum of four protective side bars, three bars on the opposite side of the cage. Must have roll bar from the floor to roof and left to right, welded



to frame, or from the top have two braces to the rear, mounted ahead of the rear wheels.

c) All butt welds, joints and connections may have gusset plates for reinforcement.

d) A fuel cell protection bar is mandatory.

e) Any bracing that does not conform to these construction rules is subject to final approval by the Technical Inspector.

3. Firewall: The OEM stock or aftermarket/handmade metal front firewall (min. 20-gauge steel) is mandatory between the driver's compartment and the engine. 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.

1) The right side of the firewall may be moved no further back than 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" from the left front center line of weight jacker and or the center of the spring pocket witch ever is furthest forward.

2) Interior metal may be aluminum. May be boxed in behind the driver's seat but must stay behind the x-Bracing in the roll cage. No full decking inside car. Decking may be added from the top edge of passenger side door toward driver to the inside of the down legs on the main roll cage or 24" maximum!!

3) Floor: Must have a full steel floorboard from the driver's side firewall to the back of the driver's seat. Original floorboard may be replaced with steel floor of the same OEM thickness. Area of floor under driver's feet is recommended be reinforced with a 1/8-inch steel or aluminum plate. The tunnel beside the driver's seat above the transmission cannot be larger than 10.0", bent at a 90-degree angle from the floor pan and then must be bent at a 90 degree angle straight across to the right side door only.

4. Radiator Support Bar: A bar may be used to protect the radiator using a 3piece design using a maximum 1.50" tubing constructed no wider than the frame rails and no higher than 10.0" off the top of the frame rails. A maximum of two bars may be attached to the top of the bumper from the protective hoop. Vertical bars may be installed between the two horizontal bars for the sole purpose of protecting the radiator. Rear bracing of hoop is optional. A wrecker hook up point must be included.

5. Engine Location & Mounts: All mounts must remain as OEM stock types or an aftermarket racing type motor mount. Number 1 spark plug hole must be at least 1 inch forward of weight jack bolt, however all engine locations are subject to discretion of the Technical Inspector.

SUSPENSION:

1. STEERING COMPONENTS: The entire steering system must remain stock OEM "type", within the stock dimensions, location and configurations as delivered OEM for that make and model of car with the following exceptions: 1) Tie rod assemblies can use aftermarket parts. 2) Removable steering wheels and collapsible steering shafts are permitted to take the place of stock "OEM" type. 3) Steering quickeners are permitted. 4) Aftermarket center link is allowed but must be the following part numbers #30721 and #30272.
2. CONTROL ARMS: 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.



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: Only non-adjustable gas or oil-dampened aluminum or steel bodied shock absorbers are permitted. Shock absorbers that are externally adjustable or have remote reservoirs or Schrader valves are strictly prohibited. Bumps stop of any kind not permitted. Factory rubber snubbers in stock location on front lower control arm only are permitted.
More than one shock per wheel is not permitted. Driver adjustable shocks are not permitted. Weight jacks are permitted (driver adjustable weight jacks are not permitted). External canister gas shocks 3-way or 4-way adjustable shocks are not permitted. No electronic shocks allowed.
5. SUSPENSION: All suspension must be OEM stock components for that make and model of vehicle except for rules noted below. Stabilizer links may be threaded rod All bushings may be rubber, polyurethane, solid or spherical bearing type.
 - A) **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 coil springs must be mounted on top of rear end with a **TOTAL** of 2-inch offset tolerance. **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)**
 - B) **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.**
6. REAR ENDS: Rear ends must be mounted in stock OEM location on stock OEM mounts (non-adjustable). 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 (non-cambered) allowed. No independent rear suspension. **Maximum of a 3" axle tube may be used. No heavy wall axle tubes.**
 - A. Rear Control Arms – Aftermarket upper rear control arms are permitted and may be adjustable to obtain the correct pinion angle. Lower rear control arms must be factory stamped or made of box or round tubing that is non-adjustable and mounted no more than **3 3/8 inches from bottom of axle tube to the center of the bolt.** All four (4) upper and both lower control arms must be connected at all times. No sliders or spring arms must be fixed length. Bushings must be made of rubber, polyurethane, solid or spherical bearing no heim ends on any control arms.
 - B. **Panhard bars-** A solid panhard bar (minimum 30" in length) from center of heim to center of heim is permitted. **Must be mounted inside rear frame rails and on the rear axle must be on center line or lower up to 2" on the axle housing. 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 otherwise noted below.
- a) Brake Rotors: Aftermarket steel rotors are permitted on the rear. Front rotors must be stock OEM style.
 - b) Brake Calipers: Only OEM Steel Brake caliper is permitted. Aftermarket brake pads are permitted.
 - c) Brake Lines: Steel, aluminum, rubber or steel-braided brake lines are permitted. Exposed plastic is not permitted.
 - d) Brake Master Cylinder: Aftermarket brake master cylinders are permitted.
 - e) Brake Bias or Proportioning Valves: Brake bias or proportioning valves are permitted. Complete elimination of the brake by a valve at any wheel is permitted.
 - f) 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.

BODY:

1. BODY STYLES: 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.

- a) **Ford – must use Ford bodies**
- b) **General Motors – must use General Motors bodies**
- c) **Chrysler must use Chrysler bodies**

2. Aftermarket and handmade aluminum or steel body panels are permitted. but must be identifiable by year, make, and model. **Fiberglass roofs are allowed but must match body being used and must be mounted square on the chassis. No twisted or slopping allowed. Front edge and rear of roof must be mounted at the same distance from the deck.** All lines and bends must match OEM bodies. Bodies must be in stock location and dimensions must remain as factory-produced; widening and/or narrowing of body will not be permitted. No dirt late model style bodies.

- a) All OEM factory trunk and hood latches must be removed and replaced with straps, pins, or clips. The floor of trunk must be removed. Track personnel must have easy access to open the hood and trunk quickly.
- b) Exterior: All headlights, taillights, glass, and emblems must be removed. Side skirts permitted on doors only and must not be any lower than frame rail. Doors must be welded or bolted shut.
- c) Interior: All flammable (plastic or fabric) material must be removed. Dash assembly is optional. The rear firewall area must be covered with sheet metal. 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

d) 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, SS 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.



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.

4. **DECK HEIGHT - IS 40 INCHES at ride height measured on scale pad or level ground at 6 inches in from the right rear quarter panel**

5. Spoiler – Unaltered OEM stock spoilers are permitted, or aftermarket spoilers are permitted if it is a one-piece aluminum spoiler. Must be attached to the trunk with a **maximum material of 4.00"**. Any wing styles spoilers are not permitted. No side or center panels or braces of any kind are permitted. **SPOILER MAX WIDTH OF 60 INCHES**

SPOILER HEIGHT IS 44 INCHES MEASURED FROM GROUND TO TOP OF SPOILER at 6 inches in from the right rear quarter panel

6. 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 aforementioned items are not attached unless the Technical Inspector gives prior approval.

6. 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 is also highly recommended. All glass must be removed.

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. The left and right-side quarter windows must match.

7. 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

A) 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/radiused and directed towards the front of the car, must extend inside the rear quarter panel.

B) bumper covers: Aftermarket plastic nose and tail covers must be used but must match car (GM on GM, Ford on Ford etc.). Tail piece must be un-altered. If the nose or tail cover is removed during the race and there is no approved bumper behind the cover, the car will not be permitted to continue in the race.

NO ALTERING OF NOSE OR TAIL COVERS EXCEPT WHERE NOTED BELOW

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

Rear cover may have holes cut in the taillight area only. Any holes or alterations outside the tail light area is not permitted!!!

8. MIRRORS: Mirrors are not permitted.

9. 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.



10. APPEARANCE: All competitors must present a neat and clean appearing car for any SS event. Crash damaged cars must be repaired to the minimum technical standards 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 SS official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above. SS 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.

ENGINES

1. ENGINES PERMITTED: Engines limited to 365.0 cubic inches and must be in the chassis originally by manufacturer. All factory identification numbers and/or part numbers must remain on 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 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. 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 must be an OEM standard production block or approved stock dimension cast aftermarket block that was 365.0 cubic inches or less originally. No aluminum blocks. The DART, World Products, Chevy bow-tie block and Ford SVO block is permitted. 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 such as fuel injections or fuel systems are not permitted. Main bearing cap must be iron or steel. The lifter bore must remain stock.

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) Polishing of any kind is not permitted. One throw on the crank must have no balancing holes in it. 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 that it may turned a maximum of 0.040" under for the replacement of bearings. Offset grinding of the crankshafts is not permitted.

C) Harmonic Balancer: Aftermarket OEM stock "type" harmonic balancers are permitted.

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

5. CAMSHAFTS: Flat tappet camshafts only are permitted. Mushroom or roller camshafts or roller ball lifters are not permitted. Double overhead cams are not permitted. Gear drive units permitted. No externally adjustable cam timing device.

a) Cam Bearings: Must remain as "stock" Babbitt type. Roller bearings are not permitted.

6. CYLINDER HEADS:

A) Any cast Iron/steel cylinder head that meets the following parameters:

B) No aluminum cylinder heads.

C) 60cc minimum combustion chamber volume.



- D) 225 cc maximum intake runner volume, no raised runners from factory stock runner floor.
 - E) No porting or polishing of runners or combustion chamber, machine or chemical, except for 3/4" to match intake ports.
 - F) No spread port exhaust configuration.
 - G) Maximum 2.08" intake valves: maximum 1.625" exhaust valves; only valves with 11/32" minimum valve stem.
 - H) Factory stock valve angles; chevy 23 degrees, Ford 20 degrees; 1 degree tolerance.
 - I) No titanium valves steel or stainless steel only; No titanium valve springs; any retainer/keeper may be used.
 - J) No relocation of rocker arm studs from factory stock; factory stock valve guide angle only, no relocation.
 - K) Clean-up of valve bowl to maximum 80 grit is permitted.
 - L) Screw in 7/16" studs are permitted.
 - M) Roller rocker arms are permitted; shaft rockers permitted.
 - N) Angle milling is permitted.
 - O) Sparks plugs may be straight or angled.
 - P) Casting and part number identifications must be retained.
 - Q) No Milling or machining for weight reduction.
 - R) Raised valve covers rails are permitted.
 - S) No restrictions on valve seats, valve guides, or spring seats.
 - T) 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.
6. INTAKE MANIFOLD: Any intake manifold other than a smoke ram or tunnel ram is permitted. Intake/carburetor height to be a maximum of 8.50" measured from the top of the carburetor bowl using a straight edge from the bowl to the #3 or #4 runner of the intake manifold measured from where the intake manifold meets the cylinder head (not the top of the intake runner).
7. CARBURETORS: All cars must use a carburetor that meets the stock Holley 2bbl 500 cfm carburetor #4412 C, S or CT. And meet inspection tools. The choke plate may be removed but no other modifications are permitted. The metering plate must also meet all specifications of the stock 4412 metering plate.
- A) 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.
8. FUEL: Gasoline only is permitted. All fuel must be of the same specifications, specific gravity, and 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. Laboratory Testing: SS has the ability to conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel system at any time at the discretion of the Technical Inspector.



9. IGNITION SYSTEM: All components of the ignition system must be OEM stock style. Starter must be in working conditions at all times. Stock style distributor with aftermarket components permitted. NO MSD style box ignition permitted. An aftermarket module is permitted. A ford solenoid is permitted.
 - A) Ignition switch- The ignition switch must be within easy reach of the driver clearly marked.
 - B) Spark plugs & wiring- Any aftermarket type of wiring may be used. The electrode of the spark plug must extend into the combustion chamber.
10. 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 rail. **The negative or positive side of the battery may be used for this shut off.**
11. 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.
12. CLUTCH: If manual transmission is used, it must have an operational OEM stock style all-steel clutch and starter. Minimum 10 ½ inch diameter clutch disc. Stock configuration clutch must have a full scatter shield of at least 1/4-inch-thick steel or an approved bell housing. A 2.0" x 3.0" inch inspection hole located 3.0" from the transmission mounting surface is mandatory for clutch inspection. Multi-disc clutches are not permitted. Aftermarket clutch master cylinders are permitted.
13. EXHAUST SYSTEM: Exhaust must extend beyond the firewall. Exhaust may not exit through the side of the car. Frame notching is not permitted! Header wrapping (tape) and ceramic coatings are permitted. Tri-Y headers are not permitted. Inside rail, over the rail, or 180-degree headers permitted.
14. Oil system: Wet sump system only permitted. Dry sump systems are not permitted.
15. 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.

DRIVE LINE/TRANSMISSION:

1. DRIVE LINE /TRANSMISSION: The entire driveline and transmission system must remain stock OEM, within the stock dimensions, steel thickness, location and configurations. Reverse gear must be working. OEM manual transmission or automatic transmission only with a working reverse. Automatics must use a working stock appearing torque converter. No aftermarket transmissions. All transmissions must retain all manufacturer's identifying markings.
2. **Berts, Brinns, Falcon, Gator or any transmission similar to these are allowed BUT the following conditions must be meet as well.**
 - A) NO ALUMINUM BELL HOUSINGS OR REAR MOUNT STARTERS ALLOWED.**
 - B) MUST BE BLOW PROOF BELL HOUSING.**
 - C) CAR MUST WEIGHT 3300 LBS ON BAPS TRACK SCALES NO**

EXCEPTIONS !!

- D) MUST HAVE WEIGHT ON THE "A" PILLAR on passenger side of car**
- E) NO BALLSPLINE TRANSMISSIONS**
3. Manual transmissions may have first gear removed.
4. 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 or silver. Carbon fiber or any other type of exotic lightweight metal driveshaft's, flanges and u-joints are not permitted.



- A. 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.

TIRES & WHEELS:

1. Maximum of an 11-inch Hoosier brand tire (either Hoosier Economy or Hoosier Spec) is permitted for competition. The largest tire permitted is the Hoosier Economy 11-inch tire measuring 16.75 inches from sidewall to sidewall with a 93-inch circumference. Smaller Hoosier tires allowed but must comply with compound rules as follows. ALL tires must be a 1300/D-15 or harder compound.
Hardness: The composition and character of the tire may not be altered from original. This includes soaking, softening or recapping. If any tire is found to be below the manufacturer's standard on the durometer, the driver may be disqualified for that event and the tire and wheel will be confiscated immediately. That tire will be reviewed, and the driver may face further possible penalties. The wheel will be returned to the driver. Tire warmers and any other means of artificially warming tires are prohibited.
NOTE: Anyone caught using or possessing tire softener in their hauler or pit area will be subject to penalties from SS management.
2. WHEELS: Any automotive steel wheel that has a maximum 12.0" width is permitted, excluding the bead lock are permitted. Heavy-duty wheel studs and lug nuts are highly recommended. If stock wheels are used, wheels must be reinforced with a 0.25" steel center plate. Reverse racing rim permitted. Bead locks permitted on any wheel. Bleeder or relief valves are not permitted in the wheels. Wheel spacers are permitted.
 - A) Wheel Covers - Metal or plastic wheel covers are permitted. Must be securely fastened to wheel. Foam mud plugs also permitted.

WEIGHT & MISCELLANOUS:

1. 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.
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 is not permitted. Aluminum, titanium or other exotic metal bolts are illegal. No dzus Buttons on body panels.
3. 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). **If ballast comes off during racing conditions minimum one week suspension.**
4. Mounting Ballast: The blocks 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.

BACKUP 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.
 -Back up car must be qualified, as well.

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

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.

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.

Street Stock 2023 rules/ Penalties

Rule:	1st Offense	2nd Offense
Tires Soaking/Conditioner	200 point loss 2-Race Suspension \$500 Fine	200 point loss 5-Race Suspension
Fuel	200 point loss 2-Race Suspension \$300 Fine	200 point loss 5-Race Suspension \$500 Fine
No Super/turbo chargers Fuel Injection	5-Race Suspension \$1000 fine	Season Suspension \$1000 fine
Exceeding Cubic Inch Limit	200 Point Loss 5 Race Suspension \$500 Fine	200 Point Loss Season Suspension \$1000 Fine
Crank (Light Weight)	5-Race Suspension \$500 Fine	Season Suspension \$5000 fine
Alteration of Carburetor	5-Race Suspension \$300 Fine	Season Suspension \$500 Fine



Alteration of metering plate	5-Race Suspension \$300 Fine	Season Suspension \$500 Fine
Relocation rocker Arm	5-Race Suspension \$300 Fine	Season Suspension \$500 Fine
Aluminum Heads	5-Race Suspension \$500 Fine	Season Suspension \$1000 Fine
No Porting/ Polishing	5-Race Suspension \$500 Fine	Season Suspension \$1000 Fine
Illegal Clutch	200 point loss 1-Race Suspension \$300 Fine	200 point loss 5-Race Suspension \$500 Fine
Cockpit Adjustable shocks	200 Point Loss 2-Race Suspension \$500 Fine	200 Point Loss 5-Race Suspension \$1000 Fine
Electronic Bleeders	100 Point Loss 1-Race Suspension	200 Point Loss 2-Race Suspension
Illegal Electronic Devices	200 Point Loss 1-Race Suspension	200 Point Loss 5-Race Suspension
Traction Control	Season Suspension \$1000 Fine	LIFE BAN
Illegal Rears	200 point loss 2-Race Suspension \$500 Fine	200 point loss 2-Race Suspension \$1000 Fine
NO Racing Transmissions	200 Point Loss 3- Race Suspension \$300 Fine	200 Point Loss 5- Race Suspension \$500 Fine
Fighting in the pit area:	penalty to be determined	penalty to be determined
Crew members/team: In official tower during On track racing:	50-point loss of that team	1 race suspension & 150-point loss

BAPS MOTOR SPEEDWAY has the right to hand out other penalties and suspension to any other rule that is broken that isn't listed above. Rainouts do not count towards race suspensions; team/driver will serve the suspensions by only counting races that we have raced during the suspension period. Any fines that are tagged with any rules infractions or giving by BAPS MOTOR SPEEDWAY will need to be paid before that said driver/team can return to compete at BAPS MOTOR SPEEDWAY.