



2023 LATE MODELS RULES
Revised 3-7-23

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 other wise.**
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 a 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 not 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, etc, 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 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

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 flagstand with timing & scoring, that race will be restarted and run the scheduled number of laps. Under certain conditions, at the discretion of TRACK Officials in the safety of the track may this change due to weather and or township rules.
- 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.

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.

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.

Line-Ups for heats/B-main/feature:

When the original lineup is posted if 1 or 2 cars in the same row fail to start or are involved in a crash before one lap is completed we will slid the rows.

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

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 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 trespassing 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 an BAPS MOTOR SPEEDWAY event, he/she must duct tape the connector end to the back of their helmet. This is the only way in which this helmet will be permitted without actually removing the entire radio harness from the helmet.

2. FIRE SUITS: All drivers must wear 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 should 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 restraints on the seat. 5) Safety wire on hood and trunk Zeus buttons and other nuts and bolts throughout the car. 6) Interior door pads, tunnel pads and other upholstery.

FRAMES, BODY, SUSPENSION, etc. for LATE MODELS:

A. Overall Appearance

a. The car must be neat in appearance and must display the car number on the front nose and the rear fuel cell. The minimum height for the number will be 6"-inches.

b. The car must have legible numbers on each side and on the roof a minimum of 18"-inches high.

B. General Body

a. The nosepiece must match the body style of the make and manufacturer of the car and be the same as the make and manufacturer of the motor (GM, Ford, Mopar).

b. All cars must have a minimum half-inch (1/2") and a maximum of one (1) -inch radius at the top of fenders, doors, and quarter panels. Sharp edge(s) will not be permitted.

c. The floorboards and firewall must completely cover the driver's area with no openings.

d. Fins and/or lips of any type will not be permitted anywhere along the entire length of the car.

e. The bodyline must be a smooth even line from front to rear.

f. Wedge shape cars and/or body styles will not be permitted.

g. "Belly pans" or any type of enclosure on the bottom of the car will not be permitted. A skid plate to protect the oil pan is permitted. A maximum 1/8" skid plate will be permitted.

- h.** Wings and/or tunnels and/or any type of air deflection device will not be permitted underneath the body and/or chassis of the car.
- i.** A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect oil lines, fuel lines and dry sump tank and only mounted from the upper right frame rail to the lower right frame rail.
- j.** Panels of any type under the rear deck running from the front to the rear of the car will not be permitted.
- k.** Bodies that are non-approved will be assessed a weight penalty. The minimum weight penalty will be as follows; 25 lbs. per inch of the infraction.
- l.** Any style air cleaner scoop used must be positioned in front of/or around the air cleaner and must not exceed 1"-inch in height above any part of the air cleaner. Any type of flange and/or air deflection device and/or fin that is designed to direct airflow will not be permitted.
- m.** The top edge, measured from the ground, of the rear quarter, door, and front fender to the point where the fender flare attaches must be a straight line, within one inch on both sides of the car.

C. Nosepiece

- a.** Only approved nosepieces will be permitted. A list of approved manufacturers and part numbers for competition in World of Outlaw Late Model and DIRTcar competition follows:
 - i.** Dominator
 - ii.** MD3 – Performance Bodies
 - iii.** ARP Air Speed nose
 - iv.** Five-Star MD3 type
 - v.** Performance Bodies/Five Star MD3 2015
 - vi.** Performance Bodies / Five Star 2016 Evolution
 - vii.** Performance Bodies / Five Star 2019 Evolution 2
- b.** Approved nose assemblies must be installed per the manufacturer's instructions. All nose assemblies must meet the maximum/minimum dimensions, shall maintain manufacture appearance, and not be altered.
- c.** Front nose assemblies, not meeting the maximum/minimum dimensions, at the series discretion, may be permitted to compete as a "non-conforming" nose with a minimum of 50 additional pounds mounted in front of the motor plate. At series discretion, the degree of non-compliance may require additional weight and/or placement of penalty weight in front of the radiator.
- d.** All nosepieces must be made of molded type material.
- e.** Nose filler panel shall be flat across to entire surface, dishing or raising prohibited
- f.** Two-piece noses must be positively fastened together in the center. Spacers added to gain width will not be permitted.

- g.** The nosepiece must be mounted in a manner that does not alter its original shape.
- h.** Alteration and/or additions may not be made to this area other than cooling holes as follows. A maximum of three two-inch holes may be drilled into the nose for the sole purpose of airflow for engine cooling purposes. No ducts of any type will be allowed.
- i.** The nosepiece can extend a maximum of fifty-three inches (53") from the center of the front hub to the farthest point extending forward.
- j.** The nosepiece must display a headlight decal package. A one-race grace period, running contrasting color tape in the shape of a headlight will be permitted.
- k.** Right Side Nose Height Rule – The maximum height from the ground to the top of the nose splitter shall be 15 inches.
- l.** Front nose must be mounted in the center of the car.

D. Roof

- a.** The roof length from front to back must be a minimum of 44"-inches with a maximum of 54" inches.
- b.** The roof width from side-to-side must be a minimum of 48"-inches to a maximum of 52"-inches.
- c.** The roof must be stock appearing and be mounted level to the body.
- d.** The minimum height of the roof will be 45"-inches with a maximum height of 48"-inches.
- e.** The roof must be mounted parallel to the body and near the center of the car as viewed from the front of the car.
- f.** A maximum 1-1/2" roll, turned downward will be permitted along the front edge of the roof. A maximum 1"-inch roll, turned downward, will be permitted along the rear edge of the roof. These modifications will be permitted to improve the strength of the roof. Any other modifications to the roof will not be permitted.
- g.** Flat and/or odd-shaped roofs will not be permitted. Bellied and hollowed roofs will not be permitted.
- h.** Sun/anti glare shields may not be used.
- i.** A maximum of two (2) roof edge bead rolls of a maximum height of 1/2"-inch the length of the roof will be permitted.
- j.** The roof posts and spoiler support(s) must not overlap.
- k.** The maximum thickness of the roof at any point will be 1/2"-inch.
- l.** The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.

E. Roof Supports and Window Side Panels

- a.** All roof side panels must extend to the edge of the body.
- b.** The roof side panel window size must be a minimum of 10"-inches x 15"-inches and must match the drawing number -2- side view. A maximum

crown of two (2) inches will be permitted, measured from the center of a common tangent point on either side of the crown.

c. The left and right-side window panels must match.

d. A maximum bow of two (2")-inches outward on the window side panels as viewed from behind will be permitted.

e. The front roof supports must extend forward to the rear of the hood. The front roof supports may be a maximum of 4"-inches wide. The left and right front roof supports must match.

F. Front Fenders, Fender Flares, and Hood

a. The hood must be level and flat from the left to the right side of the car.

b. The front fenders can be a maximum of 2 inches from left to right.

c. The outside edges of the hood and/or the fender must remain inside the overall bodyline.

d. The front fender may be a maximum of 37"-inches in height, measured vertically from the ground to the top of the fender behind the front tires and at the right front fender and door "T-bar" location.

e. The front fender flares must be made of plastic and must not alter the original shape of the nose piece.

f. The front fender flares must not extend beyond the front tires more than 1"-inch per side to a maximum width, edge-to-edge, of 90"-inches in width with the wheels pointed straight.

g. The front fender flares must be flat across the entire width of the car. Front fender flairs must not extend, bubble or rise more than four inches (4") at any point of the front fenders and/or hood.

h. The front fender flares must have collapsible supports.

i. All cars must have FULL FENDER TOPS.

G. Doors

a. The door-to-door measurement must not exceed 76"-inches in width at the top of the doors. 1 inch tolerance allowed.

b. The door-to-door measurement must not exceed 90"-inches in width when measured at the bottom of the doors in the center of the car.

c. The doors must not exceed 37"-inches in height when measured from the ground to the top of the door. The measurement from the rear of the top deck to the highest point of the right front fender must be a straight line that must be within 1 inch when a straight edge or string is installed on the racecar the entire surface of the body must be within 1 inch of the plane.

d. The door sides may not break inward from the top 76"-inches and bottom 90"-inch measurements. Hollow and/or belled doors will not be permitted.

e. The minimum ground clearance will be 3"-inches.

H. Quarter Panels

- a.** The maximum distance from the center of the rear hub to the top quarter of the panel is 54"-inches.
- b.** The quarter panels must not exceed 76"-inches in width at any point as measured at the top of the panels. 1 inch tolerance allowed.
- c.** The rear deck must taper in a symmetrical manner from the center of the rear hub to the rear spoiler with a minimum width of 72"-inches and a maximum width of 76"-inches.
- d.** The maximum width for the quarter panels measured from outside-to-outside measured 19"-inches from the ground and/or at the bottom of the quarter panel will be 82"-inches.
- e.** Any breaks and/or bends formed in the sides of the quarter panel that moves the panel toward the center of the car will not be permitted. Hollow and/or bellied panels will not be permitted.
- f.** The maximum distance from the center of the rear hub to the rear trailing edge of the quarter panel will be 49"-inches.
- g.** A minimum of 2"-inches of tire clearance between the tire and the body will be required.
- h.** Skirting that extends behind the rear quarter panel will not be permitted.
- i.** Left rear quarter panels must extend downward from the deck a minimum of 33"-inches and a maximum of 36"-inches including plastic when measured at the front and rear of the quarter panel. The right rear quarter panel must extend downward from the deck 27"-inches without plastic or 31"-inches with plastic when measured front to rear.
- j.** Deck height will be measured at the nose piece splitter at a max height of 15"-inches from the ground to the top. Deck height will be measured at 39"-inches from the top of the rear deck to the ground.

I. Spoilers, Spoiler Braces and Spoiler Supports

- a.** Only aluminum and/or Lexan and/or Lexan-type rear spoilers will be permitted.
- b.** The maximum overall height of the rear spoiler will be 8"-inches. The maximum width of the rear spoiler, including braces and/or supports is 72"-inches.
- c.** The rear spoiler must begin at the deck and extend 8-1/4"-inches from that point. Mounting hardware, hinges, etc. will be included in the 8-1/4" inch measurement. Suspending the spoiler to create a wing-type device will not be permitted.
- d.** The rear spoiler must begin at the rearmost point of the quarter panels.
- e.** Only three spoiler braces/supports will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler.
- f.** The outside spoiler supports must not be mounted any wider than the top of the quarter panel(s) and must be centered on the rear deck.
- g.** In the event that aluminum angle is used to brace the upper edge of the

spoiler, the angle must not add to the height and/or length of the spoiler in any way.

J. Interior

- a.** The interior of the cockpit must be a minimum of 11"-inches below the top of the roof and/or roll cage, measured perpendicular to the ground from the bottom of the roof to the cockpit deck. Roof rolls are not part of the measurement.
- b.** The side window opening(s) must be 15"-inches from the top of the door to the bottom of the roof.
- c.** Support bars that block the right window from the driver exiting the cockpit will not be permitted.
- d.** A rock guard (Lexan screen) can be no higher than 4"-inches and no farther back than the front edge of the right-side headrest.
- e.** If the interior deck drops, the drop must begin at the rear of the engine plate with a maximum of 4"-inches and must not drop below 4 inches at the rear of the hood. The start of the dropped interior must remain closed as a part of the firewall. The entire width must be closed off with sheet metal.
- f.** The interior must gradually taper up to the quarter panel height and must be level for a minimum of 20"-inches from the rear of the quarter panel and deck.

K. Driver Compartment

- a.** A full metal firewall fabricated from magnetic steel and/or aluminum must encompass the driver's compartment from front to rear, on both sides and floorboards.
- b.** All cars must be equipped with a quick-release type steering wheel that is a full circle.
- c.** Mirrors of any type will not be permitted.
- d.** Radios and/or electronic and/or data communication devices will not be permitted.
- e.** Any edge and/or sheet metal end in and around the driver compartment must be protected with trim and/or beading and rounded. Sharp and protruding edges will not be permitted.
- f.** A substantial rock guard with a minimum of three (3) additional roll bars must be mounted in front of the driver. The rock guard must be made from a wire screen. Windshield screens must be a minimum of .090-inches and must be securely fastened.
- g.** Cockpit adjustable components with the exception of brake bias adjusters will not be permitted. Adjusters of any type, including but not limited to adjustable shocks, hydraulic or pneumatic weight jacks, trackers, ignition boxes, or similar adjustable components will not be permitted inside the cockpit of the car or within reach of the seated driver.

L. Body Skew

a. The measurement of the left rear quarter panel from the center of the hub to the rear of the quarter panel should not exceed 54"-inches. Measuring 72"-inches from the left rear quarter panel to the right rear quarter panel, then 96"-inches forward along the right side door, the diagonal measurement from that point to the top of the left rear quarter panel should not exceed 118"-inches.

b. If the hood is dropped, the deck must remain flat. If the hood remains flat, a drop of the deck will be allowed. The maximum drop will be 2"-inches. If the interior is dropped, the hood and fenders must remain flat behind the air cleaner. Plastic quarter panels will be allowed on the right side of the car only. Plastic quarter panels will not be permitted on the left side of the car.

M) Bumpers:

Racing type bumpers permitted. 1) Front Bumper – The front bumper may not extend beyond the outside of the nosepiece.

N) Rear Bumper

The 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

O) All bumpers and rails must meet the approval of the technical inspector.

P) Belly Pans

Belly pans or any type of enclosure on the bottom of the car will not be permitted. A skid plate (maximum 1/8" thickness) is permitted to protect the oil pan.

Q) 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.

R) 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.

S) 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.

T). 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 are not permitted. Aluminum and titanium bolts are illegal.

U. BRAKES:

The brake system must be a conventional hydraulic type.

a) Brake Lines: Steel, aluminum, rubber or steel-braided brake lines are permitted. Plastic is not permitted.

b) 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.

c) No titanium brake rotors allowed period.

V. DRIVELINE/TRANSMISSION:

a) Transmissions: Aftermarket in/out boxes and aftermarket "quick change" transmission units (such as those manufactured by Bert, Brinn, Falcon, or Jerico Transmissions) are permitted.

b) Driveshaft: The driveshaft must be one piece in design. The U-joints must be steel, and Driveshaft must be steel, Carbon Fiber, or aluminum only. The driveshaft must be painted white or silver. Any other type of exotic lightweight metal driveshafts, flanges and u-joints are not permitted. **Ball spine must run carbon fiber driveshaft.**

C) Driveshaft Retainers: Must have at least one-(1) 360-degree driveshaft hoops (minimum 0.25" thick and 2.0" wide) or similar. 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.

D. CLUTCH: Must have an operational clutch and starter. A multi-disc clutch permitted. Stock configuration clutch must have a full scatter shield of at least 0.25" thick steel or an approved bell housing. Automatic transmissions are not permitted.

E. Clutch Master Cylinder: Aftermarket clutch master cylinders are permitted. b) Clutch Lines: Rubber, steel or steel-braided clutch lines are permitted.

W FRAME: The following measurements are minimums. 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.

1. The main lower frame rails must be either:
2. A minimum of 8.0" in circumference (2.0" x 2.0" box) and have a wall thickness of no less than 0.080".
3. A tube frame design with main rails a minimum of 1.75" OD tubing with a minimum wall thickness of 0.083". The main frame rails must extend from front bumper supports to the rear bumper supports.
4. A Maximum of 25 ½ inches from the center of the ball joint to the front of the motor plate/engine bell housing flange will be permitted.
5. Roll Cage Construction: The roll bars must be a boxed frame, well braced of at least 1.5" O.D. steel pipe or tubing, with a wall thickness minimum of 0.080" DOM steel or 0.065" chrome-moly tubing allowing for manufacturers tolerance. The driver's side must have a minimum of four protective sidebars and three protective bars on the opposite side of the cage. 0.95 is recommended for halo support.
6. Firewall: A metal firewall is mandatory between the driver's compartment and the engine as well as the driver's compartment and rear end/fuel cell compartment.
7. Floor Pan: All cars must have a steel or aluminum floor pan under the driver.
8. Interior: The interior of the car should allow for easy access to the driver from either side of car and be clear of material or construction methods that could cause injury to the driver. No raised edges inside of car. The car must have a solid fire wall that meets the approval of the technical committee.

X FUEL CELL: Any approved metal fuel cell must be used and remain securely mounted in the rear compartment of the car.

1. Fuel Straps: The fuel cell must be strapped down securely with steel straps. The straps must be a minimum of 1/8" in thickness. Mounting of the fuel cell 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 fuel cell is not securely mounted.
2. Check Valve: A check valve is mandatory on the filler pipe to prevent fuel spillage if the tank from being turned over.
3. 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.
4. Fuel Filters: Aftermarket fuel filters may be used. Glass fuel filters are not permitted. Filters may not be located in the driver's compartment.
5. Fuel Pump: Electric fuel pumps are not permitted.
6. Fuel Cooling Devices: Fuel cooling devices of any kind are not permitted.
7. Fuel Lines: Any fuel lines passing through the driver's compartment must be securely encased in steel tubing. Fuel lines may be either rubber or steel braided. Fuel lines may not be attached to or near electrical wires.
8. Fuel shut off valve recommended.
9. Fuel
10. 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.

11. A fuel cell with bladder and foam will be the only type fuel cells permitted. The fuel cell may be of one-piece construction of cross-link polyethylene plastic. Alterations and modifications will not be permitted.

12. FUEL: Racing gasoline or methanol only is permitted. All fuel must be of the same specifications, specific gravity, color, smell of the Methanol or 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 there of.

13. Laboratory Testing: BAPS MOTOR SPEEDWAY could 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. Laboratory results will be the final determining factor of whether illegal performance additives are present in the particular fuel sample.

14. The specific elements which will be searched for include: 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 xylidine. 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).

15. 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.

16. 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.

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

Y. HEIM JOINTS:

Only steel or aluminum Heim joints are permitted.

Z. MIRRORS/NUMBERS/TRANSPONDER/RADIOS:

1. Mirrors are not permitted.

2. The car must 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.

3. **Transponder location needs to be mounted at the rear motor plate.**

4. 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 (Freq. 0000).

A) REAR ENDS: Quick change rears allowed. Only steel axles are permitted. Axles may be gun-drilled. Crowned axles are not permitted.

B) SAFETY:

1. SEATS: Only BAPS MOTOR SPEEDWAY -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 and shoulder supports on the seat are highly recommended.

2. Mounting of the Seat: 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. BAPS MOTOR SPEEDWAY 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.

3. Racing Harness: All cars must have a BAPS MOTOR SPEEDWAY -approved type of five-(5) point racing harness (minimum 2" wide) that is equipped with a quick release buckle unless otherwise designated. Be sure to regularly check your racing belts for damage such as fraying, tearing, etc. If this should occur, the belts should be replaced immediately. BAPS MOTOR SPEEDWAY endorses the belt manufacturer's recommendation that the belts be changed two (2) years after the date stamped on the SFI tag regardless of the number of times the car has been raced. The racing belts are similar to a helmet, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make absolutely sure that your five-point racing harness is totally secured and that you have pulled the straps as tight as possible anytime you drive the car.

B) 3-inch harness recommended, 2-inch dog bone style with a Hans device is acceptable.

C)..SHOCKS:

Only one Rebound and one compression adjustable steel or aluminum shock allowed. Only Rubber Shock bumpers are permitted. More than one shock per wheel is permitted. Driver adjustable shocks or driver adjustable weight jacks are not permitted. External canister gas shocks are permitted. No electronic adjusting is permitted.

D) SUSPENSION (Front):

- 1.Any type of upper or lower control arm may be used. Ball joint substitution is permitted. **No torsion bar suspension.**
2. Air shocks, air springs, air bumps, air dumps and spring rods are not permitted.

E) TIRES:

- 1.Only 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. The tires must be a 1300/D-15 or harder compound.
- 2..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 for that tire 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 management.

OR

NLMT-2, NLMT-3, NLMT-4.

We will evaluate the availability and circumstances on an on-going basis.

E) TRACTION CONTROL DEVICES:

No electronic or computerized wheel spin/traction control devices are 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.

F) WEIGHT:

No car shall weigh less than 2,350.0 lbs. 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. 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.

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).

2. 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.

3. Weight Shifting Devices: No devices (either mechanical, hydraulic, electric) for shifting weight is permitted.

G WHEELS:

Any automotive steel or aluminum wheel that has a maximum 14.0" width is permitted, excluding the bead lock are permitted. Heavy-duty wheel studs and lug nuts are highly recommended. Bleeder or relief valves are permitted in the wheels. Wheel spacers are permitted. No electronic Bleeders

- a) Both 3 and 5 mounting point wheel covers will be allowed for competition under the following conditions.
- Starting with the 2023 racing season wheel covers having a minimum of 5 attachment points may continue to use dzus fasteners. Said dzus fasteners must be made of steel only.
- Wheel covers having 3 attachments points must be bolted on at all 3 points utilizing a minimum 5/16", flanged steel bolts and an approved fastening (nut assembly) system.

H WHEELBASE:

The minimum wheelbase is 102.0" with no tolerance.

ENGINE SPECIFICATIONS for LATE MODELS:

1. ENGINES PERMITTED: The engine must not exceed 362 cubic inches with all engine cylinders machined from steel alloy only. All factory identification numbers and/or part numbers must remain on crank and heads. Stroker-type engines are not permitted.

2. The use of titanium for rods, rod caps, crankshafts or headers is strictly prohibited. It is 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.

3. BATTERY: Any battery must be used and securely mounted between the frame rails. The battery may not be located in the driver's compartment. A battery shut-off switch is mandatory and should be easily visible from outside the car and marked "on/off".

4. BLOCK: The engine block must be a standard production block or approved stock dimension aftermarket block that was 362 cubic inches or less originally. No aluminum blocks. The Chevy bow-tie, Ford SVO, DART or World Products block is permitted. Billet machined blocks or heads are not permitted. Only two-(2) valves per spark plug are permitted. Double overhead cams are not 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.

5. CAMSHAFTS: Flat tappet camshafts only are permitted. No mushroom or roller camshafts or roller ball lifters are 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. CARBURETORS: A maximum of four barrels of carburetion permitted. Only one carburetor per engine is permitted. No superchargers, fuel injection or turbochargers.

A) The carburetors, float bowls, booster, venturi area (casting ring may be removed), butterflies, throttle shaft and base plate may be altered.

B) The choke may be removed but all screw holes must be permanently sealed. The choke horn may be removed.

C) The idle holes may be drilled, and the butterfly screw ends may be cut even with the shaft.

D) Carburetor jets may be changed.

E) 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.

F) Carburetor Adapter: Only a one or two-piece aluminum or phenolic carburetor adapter may be installed between the intake manifold and carburetor. A one-piece gasket may be installed between the carburetor and adapter and between the intake manifold and adapter. 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. CYLINDER HEADS: 2023 CYLINDER HEAD RULES ADJUSTMENTS.

1. Any cast Iron/steel cylinder head that meets the following parameters:
2. No aluminum cylinder heads.
3. 60cc minimum combustion chamber volume.
4. 225 cc maximum intake runner volume, no raised runners from factory stock runner floor.

5. No porting or polishing of runners or combustion chamber, machine or chemical, except for $\frac{3}{4}$ " to match intake ports.
6. No spread port exhaust configuration.
7. Maximum 2.08" intake valves: maximum 1.625" exhaust valves; only valves with 11/32" minimum valve stem. No intake valves under 90 grams.
8. Factory stock valve angles; chevy 23 degrees, Ford 20 degrees; 1 degree tolerance.
9. No titanium valves steel or stainless steel only; No titanium valve springs; any retainer/keeper may be used.
- 10.No relocation of rocker arm studs from factory stock; factory stock valve guide angle only, no relocation.
- 11.Clean up of valve bowl to maximum 80 degrees is permitted.
- 12.Screw in 7/16" studs are permitted.
- 13.Roller rocker arms are permitted; shaft rockers permitted.
- 14.Angle milling is permitted.
- 15.Sparks plugs may be straight or angled.
- 16.Casting and part number identifications must be retained.
- 17.No Milling or machining for weight reduction.
- 18.Raised valve covers rails are permitted.
- 19.No restrictions on valve seats, valve guides, or spring seats.
- 20.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.

Ford engines may use the following cast iron cylinder heads: ProAction (part numbers 35301, 35302 or 35303); World Products Windsor Sr. (Casting #1-061); Dart Iron Eagle (casting numbers 13310010, 13410010 or 13520020). The Ford "N" cylinder head, identified by a part number suffix "N351" or "N352" between the two lower left cylinder head bolt holes, is NOT permitted.

8.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.

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.

9..Stroke:

The stroke must remain OEM stock as currently delivered by OEM with the exception that it may be turned a maximum of 0.040" under for the replacement of bearings. Offset grinding of the crankshafts is not permitted. **Stroke should be 3.48**

10. Harmonic Balancer:

Aftermarket OEM stock "type" harmonic balancers are permitted.

11. EXHAUST SYSTEM:

Any system designed to exit the car from behind is permitted. Exhaust may not exit through the side of the car. Header wrapping (tape) and ceramic coatings are permitted.

12. GAUGES:

Only onboard gauges that record the following information are permitted - water temperature, lap timer, RPM, oil pressure, oil temperature, brake bias pressure 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.

13. IGNITION SYSTEM:

A) The complete ignition/starter control system must be either electronic, single-point or dual-point distributor type ignition and may be aftermarket. Crank triggers or magnetos are not permitted.

Ignition Switch: The ignition switch must be within easy reach of the driver and clearly marked.

B) Spark Plugs and Wiring: Any aftermarket type wiring may be used. The electrode of the spark plug must extend into the combustion chamber.

C) **Becoming effective in 2022, the following ignition boxes will not be permitted for use.**

a) **MSD 6530**

b) **MSD 65303**

c) **MSD DIGITAL PROGRAMMABLE 6AL-2**

d) **FAST IGNITION 307222**

e) **Any device that changes or has the ability to change the ignition advance is not permitted.**

14. INTAKE MANIFOLD:

Any intake manifolds 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).

15. 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.

16. 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.

17. RODS:

A) A production rod from a V-8 engine under 362 cubic inches. Modification of rod length prohibited. Rods, block and crank to be used in the same combination that factory originally manufactured. Any stock dimension steel rod (No titanium) may be substituted.

B) Stock dimension includes length, wrist pin location and journal size. Approved aftermarket rod must be in factory condition, no polishing or reworking. No addition or removal of metal other than normal balancing. 6-inch rods permitted in all engines.

18. VALVES:

Only steel or stainless valves are permitted (no titanium). Any spring, retainer or valve lock is permitted. Only stock OEM valve guide angle is permitted. Relocating valve guides is not permitted.

19. WATER PUMP:

Aftermarket aluminum OEM stock "type" water pumps and aluminum pulleys are permitted.

All engines must have a 3/4-inch inspection hole on either side of the oil pan but must align with one of the main journals and must allow access by magnet or bore scope camera to the main rod/journal area without interference of windage tray or 2x4 frame rails. If not, oil pan must be removed for inspection at the track's tech facility.

CRATE CARS:

604 sealed crate motor (cars) are allowed to race at baps motor speedway by following the current baps motor speedway late model track rules with adjustments being made for competitions.

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.

-Back up must also be qualified.

JUST BECAUSE ITS NOT MENTIONED DOESN'T MEAN ITS LEGAL

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.\$800 2. \$500 3. \$400 4. \$300 5. \$200 6. \$175 7. \$170 8. \$160 9. \$150
10. \$140 11. \$130 12. \$125 13. \$120 14. \$120 15. \$115 16. \$100 17. \$100
18. \$100 19. \$100 20. \$100 21. \$100 22. \$100 23. \$100 24. \$100

POINT FUND:

1.\$1000 2. \$700 3. \$600 4. \$500 5. \$400

RULE	1 ST OFFENSE	2 ND OFFENSE
Tire soaking/Tire conditioner	200 Point loss Disqualification of race	200 Point Loss Disqualification of race 2 Race Suspension \$500 Fine
Fuel	200 Point Loss Disqualification of race \$250 Fine	500 Point Loss Disqualification of race 2 Race Suspension \$500 Fine
No super/turbo chargers Fuel injection	200 Point Loss Disqualification of race 2 Race Suspension \$500 Fine	500 Point Loss Disqualification of race 5 Race Suspension \$1000 Fine
Crank (Light Weight)	200 Point Loss Disqualification of race 2 Race Suspension \$500 Fine	500 Point Loss Disqualification of race 5 Race Suspension \$1000 Fine
Carburetor (illegal)	200 Point Loss Disqualification of race \$250 Fine	500 Point Loss Disqualification of race 5 Race Suspension \$500 Fine

Heads (aluminum)	200 Point Loss Disqualification of race 5 Race Suspension \$1000 Fine	500 Point Loss Disqualification of race Season Suspension \$1500 Fine
Relocation Rocker arms	200 Point Loss Disqualification of race 2 Race Suspension \$500 Fine	500 Point Loss Disqualification of race 5 Race Suspension \$1000 Fine
No Porting/Polishing	200 Point Loss Disqualification of race 2 Race Suspension \$500 Fine	500 Point Loss Disqualification of race Season Suspension \$1500 Fine
Cams Mushroom/roller cams	200 Point Loss Disqualification of race \$500 fine	200 Point Loss Disqualification of race 2 Race Suspension \$1000 Fine
Exceeding Cubic inch limit	200 Point Loss Disqualification of race \$250 Fine	200 Point Loss Disqualification of race 2 Race Suspension \$1000 Fine
Block (not cast iron)	200 Point Loss Disqualification of race 2 Race Suspension \$500 Fine	200 Point Loss Disqualification of race Season Suspension \$1000 Fine
Cockpit Adjustable shocks	200 Point Loss Disqualification of race \$250 Fine	200 Point Loss Disqualification of race 2 Race Suspension \$500 Fine
Thru Rod Shocks	200 Point Loss Disqualification of race \$250 Fine	200 Point Loss Disqualification of race 2 Race Suspension \$1000 Fine
Electronic Bleeders	100 Point Loss Disqualification of race \$250 Fine	200 Point Loss Disqualification of race 2 Race Suspension \$1000 Fine
Traction control	200 Point Loss Disqualification of race 2 Race Suspension \$1000 Fine	Life Ban

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

FAILURE TO ALLOW A BAPS MOTOR SPEEDWAY TECH OFFICIAL TO DO HIS OR HER JOB WITH THE TECH PROCESS WILL RESULT IN THE ABOVE 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.